

Catboat Association Bulletin



No. 157



Winter 2011

ON THE FRONT COVER

Gabby is a Pembroke Welsh corgi. She is a mate aboard the sloop-rigged Marshall 22 *Eramare* that sails the southern waters of Lake Superior. Gabby is featured in this issue of the bulletin as one of the dogs on a cat.

Photo by Cecil North

Catboat Association

www.catboats.org



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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify the membership secretary, Dave Calder, at the address above.



Bulletin Editorial Board

You Gotta Have! or You Gotta Spare?

We had so much success when we asked for your stories of Dogs on Cats which appear in this issue, the editors are going in another direction. We'd like to know if you have advice for fellow catboat sailors.

What is it that you have on your boat that, "you gotta have?" Tell us in a hundred words or less about that special item you acquired years ago and you continue to be amazed how precious it has become. There is that special marine cleat that works better than others, that special knot that nobody knows about. Send us a picture of it on your boat.

What is it that you have on your boat that is so important you must have two. What is it that you tell your guests on board that you "have a spare" because of some experience in the past. Yeah, it may be as simple as a spare VHF handheld marine radio. Or, it may be that extra bottle opener. You Gotta Have Two! Tell us why.

We are not sure what we will do with your stories. In this issue Bob Reddington asks for help with his Building and Maintenance column. Your contribution may be a cooking tip we can pass along to our food editor Jane Walsh for her use. Maybe you can help with a thought or two or three. Send your stories in.

You've got all summer and a full sailing season ahead to write something down and take a picture. We want your presence in the next Catboat "Bulletin".

Word from our President

The Catboat Association would like to extend thanks to Jim & Martha Burns for their efforts in manning the CBA store for the past six years. Jim & Martha are proud owners of the Marshall 18 *Grace* that they sail out of Squeteague Harbor in Cataumet, MA.

I first met them while sailing in the Squeteague Harbor Rendezvous about a dozen years ago. They generously stepped in when the CBA was in need. I was the storekeeper at the time and had just accepted the position of Treasurer (with the condition, I told former President Eric Peterson, that I wouldn't have to wear a pair of organizational hats.

After providing the Burns' with a beer (or two) after the weekend's race, they graciously offered to take over as storekeeper. Jim & Martha served the organization well and we hope to see them more "out on the Bay."

Email the 50th

There is a new way to get in touch with the organizers of the 50th anniversary gathering in Mystic. Write: cba50thmystic@catboats.org. This is the email address for people wanting to volunteer, learn about upcoming announcements, and anything else. Diane Webster monitors the address.

Tim Lund

New Book

There is a wonderful connection for catboats and bay scallops. If you love both, you'll enjoy the recently published book: "Scallops: A New England Coastal Cookbook" by Elaine Tammi and Karin A. Tammi. The book was published this year by Pelican Publishing Co., based in Gretna, Louisiana. There is not a lot there about catboats; but readers will find plenty to feel comfortable about this. The title page opens the book, opposite a lovely black and white photograph of two Nantucket catboats dragging for scallops. They are headed downwind, their sails double reefed. The scallop lines to the drag are tight. The picture was taken in 1910.

Inside the colorful book there is a history of the bay scallop fishery. There is barely more than a sentence devoted to the catboat method for harvesting bay scallops, but any reader will get a good sense of the role bay scallops played in the New England region. The real appealing part of this book is tied to being informative about the differences and pleasures of sea scallops and bay scallops. They are two different animals. And there are a whole host of recipes to enjoy. We've seen it listed on the Internet for \$25.56.





Mary Craine at the annual meeting.

New Storekeeper

Mary Crain is the Catboat Association new storekeeper. She is a familiar face and many will recognize her immediately. Her father, Frank Cassidy, was president of the Association. Mary was at the annual meeting last February, and her table of CBA merchandise proved her well adjusted to her new task. The store now has expanded service and is affiliated with Lands' End. It can be accessed by going to the website: ces.landsend.com/the_catboat_association.

"Folks can order items of their choosing from the Business Outfitters offerings, which includes men's and women's clothing, hats, tote bags and the like. Add the CBA logo for just \$5.95 and voila! You have durable, attractive Catboat apparel and gear!" she said.

This "Bulletin" reflects the new changes with a new merchandise page at the back of this edition. And it will be posted online at the Catboat Association's website. She can also be reached at: mary.crain@catboats.org; telephone: 508-758-8081.

"I am a grown up 'Catboat Kid' who was raised on two wood catboats, both Fenwick Williams design.

My parents (Frank and Lynda) finished building *Kitty Kelly* an 18 ft. cat, which we sailed from 1972 to 1978. We then sold her and bought *Cimba* a 25 ft. cat, which my parents owned for many years. She was the venue for many happy childhood and teen memories.

"*Cimba* was most definitely a family member, and we all worked long and hard on her each spring, sailed extensively all summer and fall, and completed the rendezvous circuit each year. Meet-ups with other catboat families and kids are a distinct highlight of my life and I look fondly back on those days. I think we had the best time growing up in and around catboats, and I know many would agree!" she said.

"To this day, I am still in touch with many of the Catboat Kids (thank you Facebook!) and look forward to serving the organization in the role of Storekeeper. I am married to a sailor, Andy, and look forward to raising our two children, Julia and Matthew, as catboat kids!" she said.

Mystic Facebook Wiki

To help the CBA prepare to cruise to Mystic, Carol Thorsten-Stein's social network has grown to presently over 60 members. The group address is: www.facebook.com/groups/240147082698928/ Group's title is: CBA Cruise to Mystic and those who have joined are already talking about the cruise. Also, photos of Mystic Seaport are already being published. See "Bulletin 156", "Now Hear This" for info on how simple and safe it is to join.

The Wiki will most likely become another easy-to-use source of catboat info over the next year and will afford the chance for many to contribute their cruising plans and results; and just about anything else skippers want to share about catboats. We also remind you to use your CBA website and the listserv often as there is a growing amount of use there on cruising to Mystic.

We appreciate Carol's fine work and her interesting presentation to the Bulletin Editors at the Annual Meeting.

50 Years of Boatbuilding

Marshall Catboats will be celebrating 50 years of boatbuilding this summer at the Padanaram Rendezvous July 27 to 29. Visit marshallcat.com for more details about the upcoming gathering.

Yarns & Adventures

Bill McKay, Editor

Editor's Note: Thank you William Winslow for your continuing catboat tales. Here is a big thank you to Bill Cheney who sails Penelope, his engine-less Marshall 22 catboat, from Swan's Island, Burnt Coat Harbor, Maine. A member for 15 years now, Bill has been generous to the "Bulletin," providing detailed articles and spectacular photos of cruising and catboat maintenance. Now that most of us are on the hard for the winter, why not write down a few of your 2011 adventures and send them to us for the next issue. Thank you so much. Send to: Bill McKay 79 River Road, Mashpee, MA 02649-3543 (508) 477-9674 bill.mckay@catboats.org

A Halloween Happening

William Winslow

October 31. Today I took my final sail for the season and ended on a memorable note. The day dawned sunny and warm with temperatures in the low 60s. A gentle 10 knot wind provided a single tack the whole seven miles to Robins Island. By 2 p.m. the breeze freshened to 15 knots or so with an occasional higher gust. Pure heaven.

I spotted one other sailboat and no powerboats. It doesn't get much better. Ah, but the return home promised to be a slog dead into the wind. For every mile you gain, you lose a half-mile in tacking, especially with a foul tide.

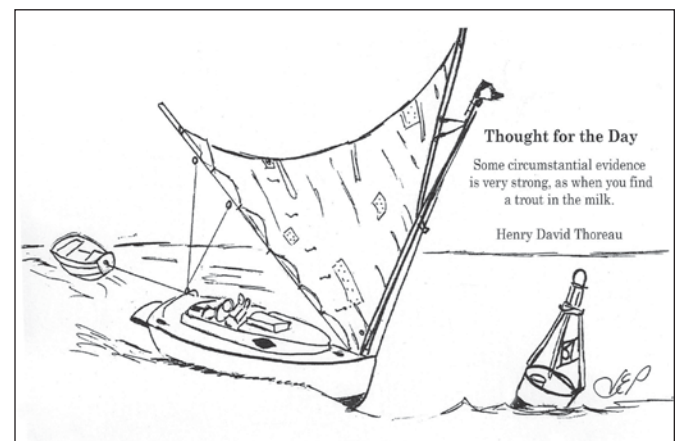
The sun sets early these late fall days. I turned on the iron sail around 4 p.m., a good six miles from home. Wowie! For the first time my old dependable Yanmar diesel wouldn't start. Or, she'd turn over and promptly die. I suspected a rope wrapped around the prop, but I didn't really want to go overboard in what was now rather chilly water. If that wasn't the problem, I would have frozen my tush off for nothing. So I sailed into the sunset and approaching darkness.

This presented a challenge. I'd ventured out at night only once before, and then I had aboard a very savvy crewmate. Now, with daylight rapidly waning and my visual landmarks becoming less so, I felt real panic. It briefly crossed my mind to anchor for the night. Fortunately, all the buoys right to the mouth of my harbor are lit at night. More problematic, though, was guiding my vessel into my slip, which is several spaces down a finger dock. Dare I try sailing? The wind was still blowing pretty fresh, and I knew I had only one chance. I could have dropped the sail midstream and paddled, but that was the easy way.

So, here goes. I glided right up the middle of the channel, jibed, steered into the narrow body of water

between piers and at the last minute swung smartly into the slip while letting out my boom; the wind wasn't dead on. *Phoebe Ann* stopped parallel to my mooring cleats. Hooray! I did it.

I reached out for a line on the dock . . . and fell into the water.



Thought for the Day
Some circumstantial evidence
is very strong, as when you find
a trout in the milk.
Henry David Thoreau

Maybe we can dry the camera in the engine box.

The \$1200 Photo

William Winslow

A very large and impressive color photograph of my catboat hangs in my living room. It was taken by George, who has sailed with me many times, usually with a camera around his neck. And thereby hangs a tale.

One fine weekend, George, myself and the dingy headed out to sea for a little photo shoot of my boat. The plan was to cast George adrift in the dink, so he could snap away at various angles, positions and backgrounds.

The wind blew softly, with just enough vigor to give some texture to the water, the scene further set off by a brilliant blue sky. George, a professional

photographer, was in his element. He even felt safe in the dingy. All that was missing were a few fleecy clouds that afford marine photos their intensity. But hey, you can't have everything.

A mile from the marina, I cast George off. The idea was for me to sail around him in circles. This was in pre-digital camera days, so George could not see what he had shot until the film was developed. When in doubt, shoot a lot. He went through three rolls until he was satisfied and then signaled me to pick him up.

What follows next has two versions, depending upon who is telling the story. I dropped the sail and motored slowly toward George, planning to stop right next to him. George, though, mistook me for an out-of-control skipper, barreling straight down at him. So, when I drew close, he reached out to fend me off. The sudden move, coupled with George's considerable weight, flipped the dinghy, landing one surprised photographer into six feet of water. He was trying to hold onto the smooth-bottomed upside-down dink. Then he remembered his camera. When he had finished shooting, he had wrapped his equipment in a plastic bag and stowed it under a seat. Groping around in the swamped boat, he discovered the soaked bag still in place. By this time I had dropped the hook. George paddled over, handed off the soggy camera pack and climbed aboard, shivering. Poor guy; I didn't even have a blanket to throw over him.

End of my picture? No. I took the film to a custom lab I use in New York City. "Oh, we get a lot of wet film in the summer from sailors," said the technician. "No problem. We just wash the undeveloped film in fresh water, dry it and process." As it turned out, one frame was just the right shot for a blowup. But it didn't come cheap. A replacement camera for George set me back \$1200.

One sliver of silver lining emerged from this expensive fiasco. As anyone who owns a boat knows, antagonism occasionally bubbles up between power and sail enthusiasts. The first person to help us out on the water was a power boater. I guess at heart all sailors share the same qualities.

Line Squall

W. R. Cheney

Reluctantly I'm coming to the conclusion that the gods don't want me in Blue Hill Bay. With a home base at Burnt Coat Harbor, Swan's Island, the

mid-Maine coast between Rockland and Schoodic has been a vast and wonderful playground for me and *Penelope*, my engineless 22 ft. catboat for more years than I care to remember.

A vast playground, that is, except for Blue Hill Bay. Every time I head up in that direction I get into some kind of trouble, usually having to do with too much wind. I keep trying and it keeps happening. Once I was up by Bartlett Island on my way to Blue Hill Harbor (one of the few destinations on the mid-Maine coast which I have never reached) when a quickly building NW breeze made it clear that it was time to reef. This I duly did, but then there was a sudden and complete lull. *Penelope* fell off until she was lying broadside to the direction from which the wind had come.

I was quite annoyed as we lay there to think that I might now have to shake the reef out again. Then, out of nowhere... WHAM! We were struck broadside by a truly monumental blast. *Penelope* lay perilously far over as she tried to round up. Water came up over the deck and lapped against the cockpit combings. Water poured down the deck mounted clamshell vents into the space where the engine had once lived. If you know catboats, you know this is not a posture they are supposed to be in. I thought sure she was going over but somehow she didn't. I scandalized the sail and we fled south, out of Blue Hill Bay.

This and not a few other unpleasant Blue Hill Bay adventures were in the back of my mind one August morning as *Penelope* and I once again headed north into what for us has always been a watery nemesis. Objectively, though, we knew the Bay was much the same as any other place on the coast, and damned if we were going to put off by a run of coincidence and bad luck.

Evening found us in Sawyer Cove, a delightful little nook right at the entrance to Pretty Marsh Harbor. The late Samuel Elliot Morrison used to summer on the Cove and it isn't hard to see why he chose it.

Next day I had plans to finally make it to Blue Hill Harbor but in spite of a NOAA forecast calling for five to ten knots from the West, the morning breezes were from the North and in true windjammer fashion, we decided to go with it and head for the Eggemoggin Reach and points beyond.

Penelope went West around Tinker Island and ran up the Flye Point shore with the intention of going inside Sand Island and Channel Rock. When Sand Island came into view, however, I was unable to see the nun which is supposed to be just inside it. This was disturbing because there are not a few hazards in

the area and it is certainly a place where the prudent navigator wants to be sure he has his ducks in a row.

With my undivided attention focused on Sand Island ahead, I had less than my usual awareness of what was going on behind us. I did realize that the breeze was making up considerably and it was time for a reef. Consequently I hove to on the starboard tack, swigged up the topping lift and dropped the gaff to horizontal in preparation for the somewhat ponderous process of reefing a catboat.

Now we were broadside to the wind and headed toward shore about three quarters of a mile off. It was here, halfway into the reefing process, that I finally realized what was bearing down on us from windward.

A black sky and an angry phalanx of huge white horses were approaching in a gray fury of driving rain. A totally different day from the bluebird affair I had been enjoying and which I could still see ahead to the South. A different world. Realization merged with actuality as *Penelope* was struck by a wall of wind and water.

With the sail scandalized and the sheet eased, she was not in any danger of capsize, but she was now driving toward shore at an alarming rate. I saw that the leech of the sail and the battens had wrapped themselves around the lee topping lift and were flogging and flapping with a sound like gunfire.

I watched while the longest batten, the one about three quarters of the way up the leech made a hole at the inner end of the batten pocket and shot right through the sail, flying arrow-like fifty or sixty feet from the boat and disappearing into the sea.

My options were not appealing. In our present configuration we would drive ashore in a few short minutes. Tangled as it was, getting the sail down altogether might or, more likely, might not be possible; but then we would have no control at all and would

drift sideways onto a line of rocks to port. Luffing slowed her down a little, but did not stop her progress toward shore; at the same time it greatly assisted the sail in its attempts to flog itself to death.

With the sail scandalized, coming about and heading away from shore was not a possibility. Peaking her up and trying to come about in this weight of wind did not appeal very much either. Finally, the idea of wearing ship and trying to jibe her around, particularly with the sail all hung up in the rigging was a probable recipe for disaster. I felt the way the driver of an eighteen-wheeler must feel when he loses his brakes half way down a long mountain descent.

I decided to wait until we reached shallow water and then attempt to anchor. If the anchor held we could probably round up and get the sail down. What followed would be uncomfortable, but at least we would still have a boat.

Just as I was about to go forward for the CQR in its roller there was a relative lull. The wind dropped from around forty knots (NOAA later reported gusts to 45) to maybe twenty. Without any conscious thought, I found myself at the peak halyard hauling like a demon. Up she went then in came the sheet and we were coming about. As we went through stays, the wind speed reached up toward its previous level, *Penelope* sagged off a little and we experienced a near knockdown similar to the one described earlier. The old girl rounded up successfully though, and, by means of considerable luffing, we were able to get some sea room.

By the time we were over by Tinker Island, the wind had subsided again, down to about twenty knots. At that point, we were able to go over to the starboard tack, tie in a reef, and limp homeward.

O.K. gods, if you don't want me in Blue Hill Bay, I won't go there anymore.



2011 Race/Rendezvous Results, Part II

Lyn Behne, Editor



Editor's Note: The following is the second in the series of reports of the 2011 Race/Rendezvous scheduled by the CBA and CCBA members by outgoing contributing editor Lyn Behne. This is her last report.

Cats and Gaffers Race

Rick Batchelder

ESSEX, CT: As I write this, on August 28, 2011, hurricane Irene is about to hit the south shore of Connecticut. The wind is starting to roar in the trees and occasionally there is the crack of breaking limbs. *Stray* is riding out the storm (I hope) on a borrowed mooring in North Cove, Old Saybrook. Our little regatta was only two weeks ago, but right now it seems a long time ago.

Seven boats turned out this year on August 13, the best attendance in quite a while. We had some new entrants and some old friends, who had not joined us for a while. New were Roy and Tom Debski in *Tween*

Rivers, Moses and Judy Lieberman in *Ouzel*, and Bill Stubenbord and his daughter in *Sea Fever*. *Stray* had a new crew member, Brian Gray, who wanted to observe the race.

The forecast was for the dreaded "light and variable," but fortunately, a nice little breeze came out of the southwest, as it usually does on the river. It was enough to fight the outgoing tide, which has been against us the past few years.



Headed for the windward mark.



Reaching

We had five races on a triangular course off Nott Island. The boats seemed to be evenly matched and it was quite crowded at the marks. There was some bumper boat action, but no protests were raised and no harm was done.



Watch that boom!

After the race, we grilled burgers and dogs on the dock at the Connecticut River Museum. Also at the dock was the ketch *Yankee*, sailed around Europe, the Nile and many other places by the late Irving and Electa Johnson (formerly honorary members of The Catboat Association) and made famous in “National Geographic”. Its current owner moors it about a mile from my house. Small world.



Yankee

Thanks go to Jerry Roberts and Susan Daniels at the Connecticut River Museum for hosting our regatta. Profits from the race and dinner went to the museum. Marley’s restaurant hosted our captains meeting and the food was excellent. Try the chowder. Sandy Sandstrom once again headed the race committee and kept us from total chaos. Kathy David at The Maritime Education Network allowed us the use of *Pieces of Eight* as committee boat yet again. Lisa Elliott helped with side dishes for the cookout. Thanks to my wife, Robin, for cooking, computer advice, and for being chief photographer.

THE RESULTS:

Place	Captain	Boat	Design
1	Lieberman	<i>Ouzel</i>	Marshall 18
2	Pool	<i>Catling</i>	Marshall 15
3	Batchelder	<i>Stray</i>	Marshall 18
4	Stubenbord	<i>Sea Fever</i>	Marshall 18
5	Debski	<i>‘Tween Rivers</i>	Marshall 18
6	Elliott	<i>Pounce</i>	Marshall 18
7	Van Vliet	<i>Diligent</i>	Marshall 22

P.S. *Stray* survived the hurricane without a scratch.

Great South Bay Catboat Regatta

Phil Linker

SAYVILLE, NY: Shortly before the Great South Bay Catboat Regatta and Rendezvous held annually at the Sayville Yacht Club on the south shore of Long Island, the east coast was savaged by the ferocity of hurricane Irene. Many sailors pulled their boats out of the water in anticipation of the storm, many roads were blocked afterwards by fallen trees, and for thousands, electric power was off for more than a week. Accordingly, and understandably, attendance at the regatta was substantially diminished. Nevertheless fourteen intrepid catboat skippers with their crews managed to make it to the Sayville Yacht Club, enter the regatta and participate in an afternoon of great racing, and an evening of enjoyment of post race cocktails, hors d’oeuvres, dining, entertainment and camaraderie. Perhaps due to the atmospheric influence of hurricanes Irene, Lee and Maria, the usually reliable afternoon southwest breezes did not materialize, and skippers had to cope with shifty, gusty easterlies all afternoon which made for interesting and challenging racing around a modified gold cup course triangle, windward, leeward and windward to the finish. Once again, the Long Island Maritime Museum was kind enough to lend us their restored 1888 National Historic registered oyster sloop *Priscilla* as Committee Boat, which provided a colorful and unique backdrop to the regatta. Thanks go to *Priscilla* Captain Mike Caldwell and his crew and to LIMM Director and Sayville Yacht Club member Steve Jones for their generous contribution to the event as well as the Sayville Yacht Club staff and volunteers for their

assistance. Thanks also to Dr. William Kornblum, a name well known to catboaters as the author of “At Sea in the City,” who provided a fascinating power-

point presentation of his catboating experiences, as well as the reconstruction of his present 26’ Crosby cat, *Victor*.

THE RESULTS:

Handicap over 19 ft.:

Place	Captain and Crew	Boat
1	Kate Madigan and crew Frank Fitzpatrick	<i>Lunacy</i>
2	Dave Purnhagen and crew Vinny Posilico	<i>Egret</i>

Handicap 19 ft. and under:

1	Phil Linker and crew Pete Thivierge	<i>Memory</i>
2	Kai Madsen and crew Bill Madsen	<i>Pop Cat</i>
3	Tony DeLoia and crew Sharon Boyle	<i>Simba</i>

Herreshoff America Cats:

1	Charlie Huberman and crew Rob Burnett	<i>Il Gato</i>
2	Mark Seal and crew Paul Seal	<i>Jean Seal</i>
3	Ray Montana and crew Bob Zimmer	<i>Downwind</i>

Marshall 18s:

1	Hank Frederick and crew Brian Kennedy	<i>Phragmite</i>
2	Bob Curran and crew Tim Palmer	<i>Fraidy Cat</i>
3	Mike Heinlein and crew John Whitbread	<i>Beverage II</i>

The Great Whitehall Bay Catboat Race & Rendezvous

Butch Miller

ANNAPOLIS, MD: The twenty-first annual Great Whitehall Bay Catboat Race & Rendezvous was held Sunday August 28, 2011 at the Providence Yacht Club in Annapolis, MD. Begun by the late Capt. Bill Hoover on his home waters in Annapolis, this event is traditionally the CCBA’s most popular of the season. Caroline, Bill’s first mate, has strived to continue the tradition by graciously hosting the event since his passing in 2005.

New to the event this year were Craig Ligibel and Jim Doherty in *Mystic Wind*, a Mystic 20; back from New York after many years were Roger and Jill Compton with *Pussy Footin’*, a Mystic 20 and Dave Park brought his latest rehab project *Sarah K*, a Herreshoff 18. Rounding out the nine boat fleet were *Caerulean III*, a Menger 23; *Dusty*, a Marshall 18; *Gull*, a Mystic 20; *Paws*, an Arey’s Pond 14; *Scotty*, a

Marshall 15 and *Wanderer*, a Wittholz 25. Watching three Mystic 20s sail together was a rare treat.

The weather was ideal for our mix of boats with steady but fading winds 12 to 18 kn. out of the south and through the open end of the horseshoe shaped bay. Much to everyone’s delight, the unusual southerly direction negated the influence that the tree-lined shore has on the course. A short triangular course of twice around then up and back was set and two races were held. While there were a few position changes in the middle of the pack and many close crossings, finishing positions remained nearly identical in both races. *Caerulean III* again showed her speed and if memory serves stayed out in front all day; at least it felt that way. After application of the handicaps, *Paws* took the honors followed by *Pussy Footin’*, then *Wanderer*.

Caroline’s Mars and Tonic Bar was opened following the race, setting the mood for the award ceremony where the Capt. Bill Hoover Perpetual Trophy(a mounted Mystic 20 half-hull) donated by Peter Legnos, was presented to Richard Rogers and his daughter, Jessica. Cups were presented to Roger

and Jill Compton for second place and to Marc Cruder and John Brown for third.

Although the remnants of hurricane Irene threw us into picnic mode with the many downed wires in the Providence neighborhood, the lights came on just in time for the Pot Luck. Many sweet and savory dishes filled out the main course of Popeye’s finest. Unfortunately, the Dunns weren’t able to make it and

Mary’s “Shrimp and Soppers” were sorely missed, and so were they.

Many thanks to Caroline Hoover for putting the event together once again and for the dedication she has put forth to continue the tradition of this special event. Also, thanks to the Millers for co-hosting, including Chip for manning the committee boat.

THE RESULTS:

Place	Captain	Boat	Design
1	Richard Rodgers	<i>Paws</i>	Arey’s Pond 14
2	Roger Compton	<i>Pussy Footin’</i>	Mystic 20
3	Marc Cruder	<i>Wanderer</i>	Wittholz 25
4	Butler Smythe	<i>Caerulean III</i>	Menger 23
5	David Bliel	<i>Gull</i>	Mystic 20
6	Butch Miller	<i>Dusty</i>	Marshall 18
7	Craig Ligebe	<i>Mystic Wind</i>	Mystic 20
DNF	Steve Flesner	<i>Scotty</i>	Marshall 15
DNF	Dave Park	<i>Sarah K.</i>	Herreshoff 18

Harvey Cedars Labor Day Race

Margaret Buchholz

LONG BEACH ISLAND, NJ: Hurricane misses race in Harvey Cedars!

The twenty-fourth Annual Harvey Cedars Catboat race was held in Barnegat Bay on Sunday, September 4, 2011. Unfortunately, hurricane Irene’s passing through New Jersey just before the race resulted in a significant number of participants pulling their boats out of the water without sufficient time thereafter to put them back in. Further, the weather that morning, as well as the forecast for that day, was not optimum sailing weather. It was overcast and strong winds were predicted. However, when placing the marks for the course with Bill Clarke at around 10:30 a.m., the skies started to break.

By the time of the skipper’s meeting at 12:30 p.m., 15 boats, slightly more than half of the amount that typically compete, decided to brave the conditions. Upon confirming the starting line and course, the next agenda for many was deciding whether to reef or not to reef.

The race was set up so that the three 14 ft. cats would start first, with a rolling start thereafter for the 16 ft. cats and later the 18 ft. cats. The 16 ft. cats had 9 boats, although unfortunately one of the 18s

started with that group and was disqualified at the start. Having some of the more competitive racers in this group resulted in a chaotic and crowded start that continued to the first mark, which allegedly resulted in more than one loud reminder of the pertinent rules.

The remaining class of 18s, with its number reduced to two, did not have any stiff competition.

The wind and waves favored the 16 ft. boats and some crowding occurred when they passed the smaller boats on the second to last leg of the course. When approaching the last mark before the finish line, one almost capsized but came away from the incident with nothing more than a foot or so of Barnegat Bay sloshing around the decks.

After crossing the finish line, the boats returned to the nearby park in Harvey Cedars for the awards ceremony, food and libations. Continuing in his trend of setting the pace, Dave Wood and Geoff Weiser took first place in the 14 ft. class in *Sprite*, Jules McCarthy and Margaret Buchholz took second place in *Prana*, and Tony Sherman with his daughter, Jennifer, took third place in *Scat*. In the 16 ft. boats, Bill and Jeanne Mergenthaler, with Larry Murphy along as tactician, took first place in *Little Wind*. Emil Liebman with other family members took second in *Echo*, and Charlie Rue, Mike Billby and Scott Okupski took third in *Shelamidian*. Andrew and John Demming took first place in the 18s in *Initiation*, and Greg Gutchigran and crew took second place in *Hannah*.

North of the Cape

Doris Johnson

PLYMOUTH, MA: North of the Cape never gives up on the weather.

Over the years, North of the Cape catboat race skippers always hope that the high tide weekend after Independence Day will include some reasonable level of wind. But mid-July rarely cooperates. Hardly ever is there too much wind. Skippers on July 16, 2011 had fingers crossed for any kind of wind as they motored across smooth water to the 10 a.m. skippers' meeting at the Nummet buoy, marking the junction of Duxbury, Kingston and Plymouth channels.



Still waters made it easy for NOTC catboats to raft up while awaiting course instructions . . .and wind.



The flag on *Ripple* is fluttering but the wrinkles along the sail's leach reveal there wasn't much wind.

The photo showing the raft-up of eight of the ten participant catboats waiting both a breeze and course instructions shows the unpromising beginning. Nearest at the left end of the line is Paul Miraglia's "altered cat," the sloop-rigged Marshall 22 *Fantail*. Nestled between *Fantail* and another M22 is a Marshall 18 named *Paradox* by its retired physician owners, Kathy and Sanford Leslie. A dark band near the top of the mast of a M22 down the line allows identification of *A.A. Holmes*, Greg White's boat.

And while a gentle breeze eventually arrived, it was definitely a Marshall 18 breeze and the first and second place winners were the two M18s in the squadron. Over first was Jack Hoey in his newly acquired M18 *Oyster*; four minutes later, the Leslies took *Paradox* across the finish line. The most remarkable aspect of the competition was that the first six cats across the line did it within 18 minutes of each other. It was a nail-biter for Paula Fleck's M22 *Catnap* as she nosed out *Fantail* by a mere four seconds.



Which way to round Clark's Island in the NOTC race was up to each skipper and Bryan Belsito took *Patuxet* on the northerly route.

As some of the photos show, flags and pennants began waving in the light breeze before the race was over. And the scenery rounding Clark's Island is lovely, even historic, as the fleet sailed by the 1871 lighthouse known locally as "Bug Light" but noted on navigational charts as "Duxbury Pier Light."



Three Marshall 22s left historic “Bug Light” astern as they took the southerly route around Clark’s Island.

Then it was off to Rocky Nook Park in Kingston for good food, gamming and award presentation.

THE RESULTS:

Place	Captain	Boat	Design
1	Jack Hoey	<i>Oyster</i>	Marshall 18
2	Sanford Leslie	<i>Paradox</i>	Marshall 18
3	Wyatt Stevens	<i>Skimbleshanks</i>	Marshall 22
4	Kevin White	<i>Manatee</i>	Marshall 22
5	Paula Fleck	<i>Catnap</i>	Marshall 22
6	Paul Miraglia	<i>Fantail</i>	Marshall 22 Sloop
7	Greg White	<i>A. A. Holmes</i>	Marshall 22
8	Michael Thornton	<i>Ripple</i>	Marshall 22
9	Joe Murphy	<i>Tabitha</i>	Marshall 22
10	Bryan Belsito	<i>Patuxet</i>	Marshall 22

Photos by Mike Radoslovich, whose Herman 17 catboat was at its Kingston mooring.

Prospect Bay Catboat Regatta

Roger Compton

PROSPECT BAY, MD: After an almost perfect event the previous weekend with nine boats and a steady southerly breeze between 10 and 15 kn., this year’s Prospect Bay Catboat Regatta (PBCR), held on Saturday, September 10, was a big disappointment, with four (of an optimistically predicted seven) boats

and virtually no wind. It is events like this that make it obvious why commercial and military ships rely on mechanical power systems!

Four brave, or masochistic, catboat sailors crossed the starting line at 1430 in shifting and mostly non-existent wind – generally from the west (plus or minus 50 degrees). An equally misguided race committee (Roger and Jill Compton) had set a seven-leg course earlier in the day. When it became apparent that the first boat would barely round the first mark by 1530, the course was shortened to a simple windward-leeward one.

The competitors and the race committee, well sunburned and ready for a shower, retired to the Compton’s dock and deck to socialize with families and fellow catboat sailors who had not been willing or able to participate in the afternoon’s racing excitement. Good fellowship and food were followed by the presentation of awards. As the PBCR is the last competitive event in the Chesapeake Catboat Association’s annual schedule, the association’s cumulative season trophy, the Washington Irving (“Tut”) Tuttle Memorial Trophy was awarded to the skipper with the best season-long racing record. This year, for the third time, the honor went to our Commodore-Without-Portfolio, Marc Cruder, in *Wanderer*. Marc sailed and did well in every competitive event on our 2011 schedule. Congratulations, Marc!

THE RESULTS:

Place	Captain	Boat	Design
1	J. Ohmacher	<i>Gull</i>	Mystic 20
2	B. Miller	<i>Dusty</i>	Marshall 18
3	M. Cruder	<i>Wanderer</i>	Wittholtz 25
4	D. Park	<i>Sarah K.</i>	Herreshoff 18

Provincetown Schooner Race

Ned Hitchcock II

PROVINCETOWN: It was foggy and drizzling on September 7 at seven a.m. when *Woogie Magoo*, an 18 ft. Herreshoff America, and *Cleopatra* (an 18 ft. 6 in. anonymously designed wooden Cape Cod cat) set out through Wellfleet Harbor for Jeremy Point. High tide was at eight, and there is a two-hour window in which small boats can cut through between the point and Billingsgate Island. The trip around the island adds 12

hours, at least. At 8 a.m., the boats negotiated the cut, and jibed to the north heading for Provincetown and the Great Provincetown Schooner Regatta. Also, at 8, *Gala VI* and *Nemo* (both Marshall 18s) set out from their anchorages in Wellfleet. They got to the cut at 9 a.m. and elected to go around the island because they were unsure of the depth.

The weather was not encouraging in the harbor: much rain, fog, and extremely poor visibility. The rain let up after we sailed outside Wellfleet Harbor, and the trip north was brisk. The wind was ENE, so we made Provincetown on one tack. For *Woogie Magoo* and *Cleopatra*, the sail was a total of 3 1/2 hours. *Gala VI* and *Nemo* took longer. Last year it took us all around 6 hours fighting a NW wind all the way. The Great Provincetown Schooner Regatta is the brainchild of Capt. John Bennett, the former owner of the schooner *Hindu*, a vessel well known in its homeport and up and down the east coast. Capt. Bennett wanted to revive some of the glory of the old Provincetown fishing schooners, particularly the *Rose Dorothea* of Lipton Cup fame. He died before the first race in 2002, but his legacy continues. In 2010, at the suggestion of Karen Baker, a *Nemo* crewmember, the board of governors of the regatta decided to add catboats to the list of classes. The four Wellfleet catboats have participated both years since.

The Harbormaster in Provincetown, Rex McKinsey and his assistants were most helpful in assigning slip or dock space, as was the race committee, especially Susan Avellar. We all arrived safely, found our places, and went off to visit with the schooner crews and other friends after a pleasant lunch.



Cleo and Gala IV

On Thursday, intense rain caused the cancellation of the scheduled Cape Cod Catboat Race. Thursday evening the Board of Governors' reception for sailors and other interested people was held in the library next to the scale model of the *Rose Dorothea*, built by "Flyer" Santos, a Provincetown fixture. Had our race been run that day the awards would have been made at the event.

Consequently, on Friday we were sandwiched in with a series of Rhodes 19 races. We all had a good time, especially since we were not particularly competitive. *Nemo*, last year's winner, had technical difficulties and was disqualified.

THE RESULTS:

Place	Captain:	Boat	Design
1	John Wolf	<i>Gala VI</i>	Marshall 18
2	Terry Gips	<i>Cleopatra</i>	Anon wooden CC catboat
3	Crow Grullemans	<i>Woogie Magoo</i>	Herreshoff America

Later that day, there was a parade of sail around the harbor. *Cleopatra*, *Woogie Magoo*, and *Gala VI* participated and enjoyed the sight of a pier lined with people waving, cheering, and taking photos. We sailed along with several of the schooners. Check out the regatta website for some great images from the past few years and lots of information. Friday evening the committee held a party for all the participants, featuring Kansas City barbeque and lots of great salads. There was music and dancing later on, which several of us enjoyed.

Saturday was the Long Point Race, which included schooners, ketches, yawls, various one designs, and catboats. The vessels ranged from 14 to over 125 ft. long. *Woogie Magoo*, *Gala VI*, and *Cleopatra* sailed as a class with the addition of Tony Davis from Arey's Pond Boat Yard, who didn't race on Friday because of scheduling complications. He sailed circles around all of us in an Arey's Pond 14. That is what skill and a nice clean bottom will do. The rest of us made various strategic and technical mistakes and dealt with some problems with inattentive competitors from another class, yet we had a terrific time on the course. The breeze was 12 to 18 kn. early on and diminished to a more pleasant 6 to 10 kn. about an hour after the start. Our course covered approximately 42 NM from just off Long Point to the Truro shore near East Harbor

(Pilgrim Lake) and back to the start, then a jibe to the finish just east of the Provincetown breakwater. It had been decided that Friday's race would count for trophies, so Saturday's was just for fun, and it was. The party after all the races was much briefer and not nearly so interesting as those at the Arey's Pond or Padanaram gatherings, but it was much appreciated by all of us.

Sunday was 9/11 and, as *Woogie Magoo*, *Nemo*, and *Cleopatra* set sail for Wellfleet, I think we all reflected on that sad occasion. *Gala VI* had a charter that day, so she stayed at the slip. The weather was beautiful but the wind was adverse since it was SSE, exactly on our noses, so the 15 mi. trip home became a bit of a slog. All three catboats finally resorted to motoring until we got into Wellfleet Harbor. Reaching that point we all were able to hoist sail and enjoy sailing together briefly before going to our respective moorings. The return trip took around five hours.

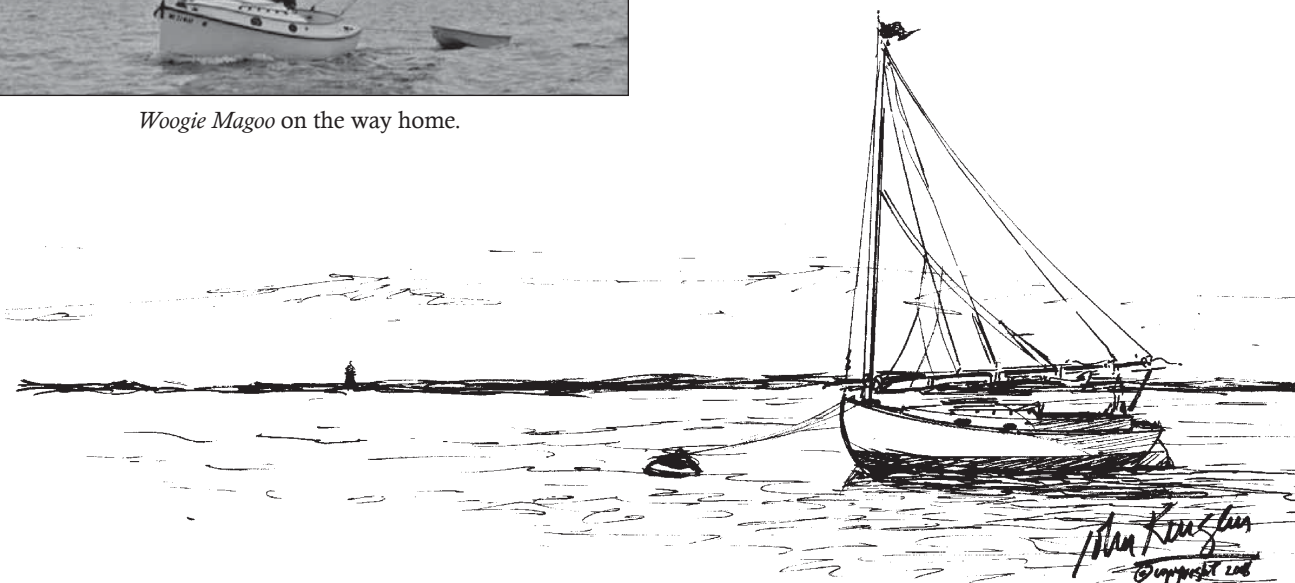
Our crews were as follows: *Gala VI*, John Wolf and various friends; *Nemo*, Karen Baker, Patrick Walsh, Tom and Emmett Bilbo, and Buddy the Dog; *Woogie Magoo*, Jay and Crow Grullemans along with James Wallace Webber; and *Cleopatra*, Terry Gips and Ned Hitchcock. We all heartily encourage more catboat sailors to join with us next year. It's an interesting few days and not a bad sail from Eastham and points north. Trailering is possible from mid-Cape and beyond. Big cats could come from anywhere. That's an invitation to Tim Fallon and any other big boats from Plymouth, Hull, or south of the canal. Information on the regatta is available by googling Great Provincetown Schooner Race.



Woogie Magoo on the way home.



The catboat crew in Provincetown.



2011 Leo J. Telesmanick Beetle Cat Championships

Charlie Warner



2011 Leo at the start.

The year 2011 was the 90th Anniversary of the Beetle Cat and the 31st Anniversary of the Leo J. Telesmanick Beetle Cat Championships, and the regatta this year was held by the Weekapaug Yacht Club on August 6 and 7, with a record 28 boats participating.

Saturday, August 6, was a slightly overcast day with medium air. The Race Committee got off three races in the morning and two races in the afternoon in shifty winds. Weekapaug's Bill Boll won the first two races, setting the tone for his winning performance for the regatta. In the two afternoon races, skippers Ery Largay and Karen Fallon of Wild Harbor performed well and set the tone for their second and third place finishes overall and first and second place finishes in the Women's Division.

However, the stories of the Leo that will be told for years to come were the two Sunday races. The Race Committee postponed a planned 9:30 a.m. harbor start for half an hour to try to let a storm front pass, which it did, temporarily. By the time 26 boats got to the starting line for race number six, winds were 10 to 13 knots with gusts to 15 in heavy rain. The wind picked up in the second race of the day from 10 to 15 knots with gusts up to 18 and a steady rain for most of race, which gave sailors enough races for a throw-out in the regatta. One boat went over in the heavy winds, Nonie Price of Weekapaug, but she was able to throw out that race and win third in the Women's Division. And the women showed their courage, strength, and superb skills during the day in those wet, strong gusts, Ery Largay won race number six and Karen Fallon won race number seven, the last race of the day.

Several Weekapaug sailors got together and decided to have T-Shirts made that read, "I Survived the Leo." That sentiment says it all for those who raced on August 7.



Bill and Julia Boll, overall winners.

2011 Leo J. Telesmanick Beetle Cat Championships

Top Three Overall Finishers (Skipper, Crew)

- 1) Bill Boll, Julia Boll
- 2) Ery Largay, Charles Culhane
- 3) Karen Fallon, Mark Fallon

Top Three Finishers by Division (Skipper, Crew)

Juniors

- 1) Teddy Best, Ray Cox
- 2) Chris Dwyer, Jackson Mannix

Women

- 1) Ery Largay, Charles Culhane
- 2) Karen Fallon, Mark Fallon
- 3) Nonie Price, Ruth Bryant

Mens

- 1) David Bryant, Rob Saldebar
- 2) John Ryley, Galen Ryley
- 3) Stephen Culhane, Veronica Culhane

Old Salts

- 1) Bill Boll, Julia Boll
- 2) Peter Metcalf, Shelley Wood
- 3) Scott Wakeman, Anne Earle

Ancient Mariners

- 1) Steve Glovinsky, Dick Newton
- 2) Chuck Delamater, Cora Abdo
- 3) Chris Pile, Ellen Pile



The whole gang.



50th Anniversary Observance



John Leavens aboard catboat *Pinkletink*.

Association Beginnings

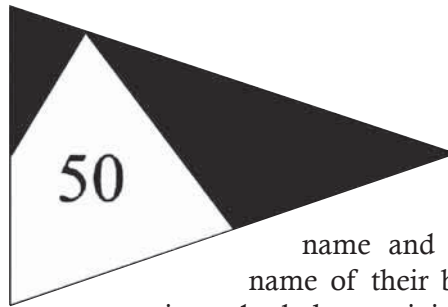
Mark Alan Lovewell

The Catboat Association celebrates 50 years, and though there is plenty to do, it is also a time to reflect on the many voices that participated in the association's early success.

In November of 1962, Joseph Chase Allen, the Wheelhouse Loafer for the Vineyard Gazette, a weekly on Martha's Vineyard, received the following letter from the Catboat Association's co-founder John M. Leavens:

"You may be interested in knowing that a catboat association is in the process of being organized. Enclosed is the literature that pertains to it. I might say that already, in addition to myself, we have the following Vineyard members: Manuel Swartz Roberts is an ex-officio member. He is an old-time catboat builder. Robert S. Sanborn has contributed articles to the Vineyard on catboats and is the owner of *Conjurer*. Dr. Robert C. Ascher of Menemsha, who this fall bought Dr. Robert White's catboat *Hull Down*, which has now been renamed *Sea Hound*, which was the original name back in 1911 when she was built. Leopold Mannes of Menemsha and owner of *Hadam*. Herbert Rosengren of Edgartown, owner of *Miramar* which was built in 1910 by Manuel Swartz Roberts. William Nerney of Oak Bluffs, owner of *The Old Sculpin*."

"Since you are an old catboat fancier from way back, we thought that perhaps if there are any catboat owners that you know about, you would send us their



name and address and the name of their boat so we could write and ask them to join too."

That letter inspired Allen to write a lengthy story in that same paper about catboats and their role in local waters. The headline read: "Catboats, Staunch and Intrepid, Unforgotten"

The subhead reads: "Proposed Organization of Catboat Fanciers Prompts Discourse on the Craft's Construction."

Mr. Allen went on to say: "Exactly when the catboat first made its appearance anywhere is not important. The local era began less than a century ago, probably much less, for the Vineyard, like all coastal areas in this section of the country, had long been accustomed to the double ender of varying size and type and was slow to change anything different. Harbor improvements, and especially the advent of the auxiliary engine did much to eradicate the double ender, particularly the Noman's Land boat, from the Vineyard scene."

"But from the beginning of catboats around the Vineyard until the peak was arrived at, the fleet increased from one or two boats to one or two hundred and this was within a brief period." The article continues with the following paragraph:

"In that time, hand-line fishing was followed by hundreds of commercial fishermen, the great majority fishing out of catboats on which they lived for weeks at a time. They fitted out to meet the schooling fish in early spring, usually off Hyannis. Here boats from the Vineyard, all ports of the Cape and Bay and some from westerly bearings congregated."

Allen finished the article saying: "These things are no more. One by one the catboats grew old and were condemned, until just a few remained. The majority of these had their centerboards removed, the masts as well, and used as working boats and propelled by engines alone, they finished their days..."

"Perhaps they will come back," he wrote. "There is developing a taste for the antique and the obsolete, which is shared to some degree by pleasure boaters."

It must have been a busy winter for Leavens, his wife Marion (Pinkie) in Summit, N.J., and a small group of friends. For on March 16, 1963 the Catboat Association held their first annual meeting at Mystic

Seaport. “More than 80 builders, their families, catboat enthusiasts and their families and friends attended.”

Allen finished the article praising the organization and the list of historic boats: “If the shades of old-time catboat men can see, they should rejoice, and probably do.”

Allen would go on to being a good friend to the association. He often wrote about it and the merits of the boat. He was also a featured speaker at one of the annual meetings.

Peter and Ann Brewer of Wollaston, MA have thoughtful memories of those early years with the association.

Of the co-founder of the association, Mr. Brewer said: “John Leavens was a short stubby man, gifted with an astonishing ability to work hard and create interest. He could make me laugh. He was very fond of stories. As a couple, Pinkie and John were wedded to sailing.”

Mr. Brewer said the Leavens had a wonderful gift for bringing people together: “One thing Ann and I learned from the Leavens is the gift they shared. Wherever they went, whether it was a rendezvous or a meeting, the two always made a point of going around and meeting everybody there, particularly the new people. They would introduce the new members to the old members and try to make them feel at home. As a couple, we tried to emulate that kind of kindness to others.”

At the time, Mr. Brewer said he sailed an 18-foot Marshall Sanderling they had bought in Maine. It was called *Salt*. It had a brand new diesel. “It won my heart,” Mr. Brewer said.

Mr. Brewer recalled co-founders Paul and Mollie Bridesall, of Middletown, CT. “Paul was a young teacher. He was very energetic. Mollie was humorous. They had a 19-foot wooden catboat called *Sally*.

The name of the boat got to be an annoyance; for some would mistakenly call Mollie by the boat’s name *Sally*. “She got tired of that,” Brewer said. To rectify the matter, Mollie told her husband, that the next catboat they get would have to be named after her.

So, indeed, their next cat, a 27-foot C.C. Hanley, was called the *Mollie B*.

Robert P. (Bad Bob) Reddington, 87, recalls those early years of the association. At the time he had a 26-foot catboat called *Bad Bob*. For 12 years he sailed her out of Barnegat Bay and out of New York Harbor.

Looking back to those years, Reddington said he knew John Leavens before the association was formed: “Leavens and I had boats in Barnegat Bay.



Robert P. (Bob) Reddington 20 years ago.

When he talked about the association, I said: ‘John, it will never work. Two years later, I guess it did.’”

Why was Reddington cynical? “I remember thinking that there had been efforts to start a catboat sailing club in New Jersey. But everybody was too interested in racing, too interested in the New York rat race,” Reddington says.

Reddington became a thoughtful supporter of the association, welded by his fellowship with the members: “It was only yesterday Betty (his wife) and I were over at John Leavens’ house in Summit, N.J. putting “Bulletin No.7” together. That was 1964. We still remember what Pinkie had cooked for us for supper.

“When John and I returned from the post office after mailing the bulletins, we had macaroni and cheese with tomatoes, same thing four times a year doing each bulletin (yes we did do four a year in the beginning).”

Mr. Reddington remembers Oscar Pease, of Edgartown, a founding member, and a celebrated catboat sailor. Pease sailed *Vanity*, which has often been described as the last of the wooden working cats.

“I remember we were fooling around on *Vanity*. We went over to his house and Betty and I met Nellie, Oscar’s wife. She was a lady,” Reddington says.

In those years, Reddington was a deputy sheriff for Essex County, N.J. Working for the county, Reddington says: “I spent ten years on the street, ten years working in the courts and the last ten years working in the jail.” To summarize his experience for some, he says: “I spent ten years on the street, ten years in the courts and ten years in jail.”

And on occasion he used to deliver boats by water.

Looking back over 50 years, Reddington has a

solid understanding about how the association has lasted: "Why does it work? Because of the people. Like I have said many times before, I think the people are great, but it is the boats that are the glue that keeps us together."

Stan Grayson, 66, of Marblehead, MA, remembers those infectious early years of the association and he offers high marks. As a writer, Grayson wrote a lot about catboat sailors. He published three books.

Of the founders of the association, Grayson says: "They were all the salt of the earth people. John Leavens perceived that there was something important historically and culturally about this whole catboat subject. He went out and talked to the old people that are now all gone. John did some important research in those days, when there were still people alive who could remember. I was interested in why he was interested. For me it was a great learning experience."

Grayson had his own. It was a 17-foot Cape Cod Shipbuilding catboat called *Cat Critter*. "When I was working on my book, I was 37 years old. Everyone was so much older than me," he says. Today, the association is driven by many faces, and a large fleet of new and different boats.



Peter Brewer and his son at last year's annual meeting.

Catboat Pleasures

Peter Brewer

QUINCY, MA: Many years ago I wrote a story suggesting, "The Cape Cod catboat is a plain, squat, powerful, deceptively-simple Native American art form." that had become an endangered species. I also reported, it seemed this ancient and honorable workboat had won new life through an amiable group of all-volunteer sailors who started an organization, The Catboat Association.

For at least 40 years I have also suggested, verbally, in fairness, that other good sailors may find

enjoyment in sailing cats, yet not be CBA members. But I do ever add they have missed knowing some superb men, women and children, skilled skippers and crew: gifted, trustworthy, tolerant, good-humored, helpful, friendly, persevering and effective.

A handful of cat sailors began this association in 1962 after an informal rendezvous off the Connecticut shore. John and Pinkie Leavens plus Paul and Molly Birdsall agreed to pull together a modest secretariat. It would have an occasional bulletin, several scheduled races in summers, a list of members and very modest dues - perhaps \$5 yearly - plus an annual meeting.

To know and work with these two couples and other founders was ever a pleasure. John worked tirelessly to dig out and write the history and qualities of the cat, and enlist reports from others. Paul developed the summer rendezvous dates, and Molly famously developed the terse yearly treasurer's report, "We are solvent."

Others of those founders chipped in to help with the lore of maintaining what then were all wooden cats. Oscar Pease of Edgartown, whose *Vanity* was the last working cat, gave freely and repeatedly of his deep knowledge of the cats and skippers of the Cape and Islands in the first two thirds of the 20th century.

Bill and Brad Crosby of Osterville then still ran Osterville's Crosby Boat Yard, the longtime origin of wholesome catboats. They chipped in with their knowledge of building, restoring, coping with and nourishing the breed. Their cousin, Dave, and his daughter, Carol, later added their expertise to the Bulletin stories, and to the work of the developing steering and editorial boards.

Ned Watson took over from John the job of corresponding secretary when membership was quite modest. He presided over an astonishing increase in new people as several worthy fiberglass catboats began appearing. Ned and Adrian Lane, skipper of the Mystic Seaport school schooner *Brilliant*, jointly owned the venerable cat, *Dolphin*.

The skills and good humors of later members are so many and memorable as to defy adequate telling. Frank and Lynda Cassidy took over CBA leadership while raising children Mary and Peter to be expert masters of the 25 ft. Fenwick Williams cat *Cimba*. This cat was a major force in our races. But Frank's calm skill working *Cimba* was worth close study. My wife, Ann, and I sailed with him around Newport Harbor, summer of 1983, when it was choked with traffic for the America's Cup final and that year's WoodenBoat Festival. We remember how calmly he sailed the big cat from the dock, worked through to open water and

gunk-holed around.

Ben and Anne Brewster brought amiable leadership to the CBA. They helped develop new interests at the annual meeting. Anne repeatedly thanked members personally who contributed good yarns to the Bulletin. They were hosts in winter for memorable volunteer work parties at their Plymouth home to ready for mailing the call to the annual meeting.

The new corresponding secretariat, Max and Linda Fife, were a genial, hard-working pair who fielded many daily letters and questions from new or would-be members about some of the catboat's traits and needs that can vex us even today. They cruised with their housecat aboard the big catboat *Shoveller*. Max was full of great stories that he shared on Sunday mornings.

One of the great contributions by Tom and Susan Maddigan was great care plus a kind of genius in organizing the big catboat rendezvous at Mystic Seaport, July 7, 1990. What they did was first to gather the names and boats of those sure to be there. Then they organized all of them in smaller groups, each headed by a group captain to shepherd their cats with care to Mystic and return. This involved craft from north of the Cape to the east, and New Jersey to the west. It worked well. This event was done to mark the mythical 100th year since catboats turned gradually from work to pleasure.

Tom also noted that Bob Luckraft, master of the 24 ft. Crosby cat, *Genevieve*, had been volunteering for useful jobs since joining in 1986. One task was organizing all the sprawling, untidy records of the awards committee into clear, neat files. Tom added Bob to the steering committee, another move of clarity.

Bob then became officially "president." We had long been incorporated, but he was actually general secretary of the CBA. What Bob did, with great skill and good humor, was to bring - no, actually to pull - the CBA into the 21st century. The editorial board was organized, bringing in new blood and talent. Bob found contributing editors who added new and useful sections to the bulletin. He had friends with used computers who donated them to editors who had not yet fathomed the dark, digital arts. He regularly took time from work to check out annual meeting sites and make sure they were well prepared. Bob still volunteers today, including his chronicles of the first great summer of match races between *Kathleen* and *Silent Maid*.

Eric Peterson was the next leader of the CBA, and

served with great humor along with his wife, Dawn, and family, including his father, George, who has now become a catboat owner also with a Marshall 22. In the early 90s the family began cruising and racing in the big cat, *Molly Rose*, large enough at 28 ft. for their four boys plus banjo, guitar, spoons and washtub - the mainstays of their bluegrass band. They also hosted several rendezvous in Mashpee, MA, began a local sailing school, brought new events and activities to the Annual Meeting and added music, art and organization to workshops. In the CBA, Eric served first on the Awards Committee, then led the Steering Committee and now he and Dawn organize the Annual Meeting. Also, they now are encouraging the racing of a fleet of Marshall Sandpipers, which now numbers four, in Popponeset Bay, Mashpee.

Our new chief secretary is Tim Lund: amiable, discerning and a second generation catboat member. It is not true that he was born in the Marshall 22 *Red Squirrel*, yet it might have happened. He grew up in her cockpit and has taken over the wheel from his parents, Ned and Judy Lund. They too have been valued volunteers for us all since joining in 1970. Judy, a capable historian, worked tirelessly to pull together from many difficult sources and to publish the book, "The Catboat Era in Newport," begun but unfinished by John Leavens.

Over the years, Ann and I have come to know uncounted numbers of good catboat sailors whose skills and volunteer deeds have graced us all.

There is Bob Reddington of Bay Head, New Jersey, actually, a founding member who had to drop out briefly, and who has pulled together our reports on building and maintenance for many years.

There is Steve Warner of South Dartmouth, Massachusetts, former master of the *Sanderling, Ontario*, who honed many of his racing skills right here in Quincy Bay against some experts. He showed us that mastery of boat details, plus using his three daughters as movable ballast can be keys to win races.

There is David Bleil of Gambrills, Maryland, who sails the *Legnos 20, Gull*. He has mostly by his own hand gathered, written, edited, published and sent the bulletin of the Chesapeake Catboat Association for nearly two decades.

John Leavens many years ago told me he expected the CBA eventually to separate into subsidiary groups like the Chesapeake members did: one for Massachusetts, another in Rhode Island, yet another covering Connecticut, and so on.

Perhaps that is the next phase for this delightful, unusual gathering of catboat sailors.



Dogs on Cats

Mark Alan Lovewell

Among many sailors, dogs are a man's best friends. A dog will sail on a catboat. There is rarely a rendezvous of catboat sailors without a salty dog. Some are big. Some are small and occasionally there are quite a few of them. Dogs on cats, you got to love them.

It is a rare occasion when you see a cat on a cat; about as likely as you'll see a mouse on a cat. But there are quite a few dogs that sail on cats.



Lola

Lola sails on a cat. She is a golden retriever, seen often off Sandy Neck, in Cape Cod Bay. She is a six-year-old registered therapy dog, who is more familiar with sailing than most of her two-legged friends.

"She is with us every time we go sailing," says Gregory Bodrie of Sagamore. Bodrie says he and his wife, Jane, would never think of sailing without her; 'cept if there are six people invited to go out on their 22-foot 1986 Marshall cat called *Maestro*. Then, and only then, Lola may stay at home.

There are things you can get from dogs you can't expect from your best neighbor. Not only are they loyal to their master, in this case their captain, they are always available. Whenever the Bodries decide to go sailing, Lola is in the ready. Try asking a neighbor or a close sailing friend for that kind of enthusiasm. Lola's summer calendar is never too overbooked for the opportunity. Where is the schedule conflict, if you are dog?

"Do you want to go to the boat?" asks the couple. Lola answers with an enthusiastic action. For Gregory and Jane, Lola is not only good company, she is ready to make new friends wherever the couple sail.

At the Sandwich marina where *Maestro* is berthed, Lola is better known than the family boat. She is the "Dock Mascot." "Everyone knows Lola. She knows everyone on the dock. Kids call out, 'Lola!'" Gregory says.

Lola is a registered therapy dog and familiar with going into nursing homes and offering comfort to patients and visitors. She was trained to do water rescuing. She not only wears her PFD, her floatation vest can act together with her if ever she is called in to rescue a swimmer. To keep her tuned for her seaworthiness, the couple has a game with Lola. Someone will throw a ball into the water and off she goes, over the side. And with only a little help, Lola knows how to get back into the boat using the step on the transom. "If someone fell overboard and was in need of help, she is trained to swim up to them. They could grab her buoyant vest. She takes dog paddling to another level," Gregory says.

Marshall is a one-year old black Labrador from West Tisbury. Yes, there really is a dog named after the familiar catboat manufacturing company. Marshall belongs to Jim and Kim O'Connor and like Lola, Marshall is a salty seadog on a cat. The O'Connors also have a 22-foot Marshall cat, *Glimmer*, moored in Vineyard Haven, Mass.

Marshall is adept at sailing. The O'Connors wouldn't think of a day sail or an overnight without him. Part of the success of having Marshall onboard goes to the seafaring sailors.

Before they had Marshall, the O'Connors had Zeb, another black Labrador named after Zeb Tilton, the famous coastal schooner captain who sailed up and down the coast in the *Alice S. Wentworth*. Zeb, the dog, lived for 14 years and many sailors will remember him, for he made it to a lot of Southeastern Massachusetts rendezvous. The O'Connors took a couple of years off before they added Marshall to their crew.

Jim says that the secret to having a successful dog on a cat, means starting with a youngster. Doesn't that



Marshall



Five Dogs

philosophy apply to people too? An old dog might get a bit frightful going sailing. It is not easy for an old dog to learn new tricks. If they are young, it is a game, a fun thing to do. Taking a puppy out on the water begins and continues to be a natural part of being a dog. Familiarity, a regular routine of going on the water opens opportunities for both dog and owner.

“Going sailing is a lot more fun for Marshall,” O’Connor says: “...compared to the alternative, being boarded up all day.”

Last summer *Glimmer* and Marshall sailed to Nantucket, Cuttyhunk and Bass River.

Though a young dog, O’Connor says that Marshall learned a lot about sailing. When it is time to come about, Marshall knows where to be. And just to keep things secure, the dog remains attached, through a line to the centerboard cleat.

People who are not dog owners might wonder where the dog does its business. “He won’t do it onboard,” O’Connor said. As long as the sail is no more than five or six hours, Marshall knows where to go.

Mealtime? “Oh, he has his own bowl and he eats his own food,” O’Connor says.

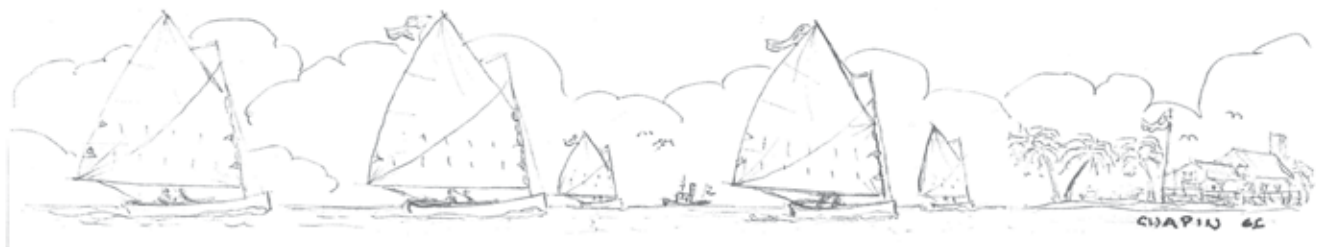
Fred Lindquist and his lovely wife Lori Smith-Lindquist of Nantucket have more than one dog. They have a family heirloom, a photograph taken in 2007 of them with their five dogs in their Marshall 18 ft. Breck Marshall catboat, *Wenohee*.

In an email, Lori says: “The photo was taken by Jeff Allen, a professional photographer on the island and a good friend. He and I work on various fundraisers for our local animal shelter. It was taken while we were sailing from the west end of Nantucket to Tuckernuck. From left to right we have Fanny (who just turned sixteen last week); her brother Wally who we lost last winter; Joey, who joined us a puppy in 2003, hailing from Picayune MS, the Pearl River SPCA; Ruby, mother to Fanny and Wally.”

“Wally is a master of pirouetting across the transom and crossing in front of the mast while underway (their father was a husky malamute cross who would also come sailing with the family).

Last of all there is “Jeff Busby, who was rescued from a national park down south. Jeff Busby had a pretty interesting life before he discovered us. He had been abandoned for nine months and had become semi feral when we came upon him. We lost him last year as well of a nasty cancer.”

Though the couple has lost three of the five dogs in that amazing photograph, they’ve added two more. “We have always sailed and even raced with our dogs,” says Lori. “They are sort of famous in the area,” she says.



Catboat Dog Stories

Meghan Drago

Water Cocoa is an odd name for a catboat, but what do you expect when you let a three-year old name a boat? But it is true, her name is *Water Cocoa* and she has sailed the waters of Barnegat Bay proudly for 15 years and has safely journeyed the Drago family and their most beloved dogs.

The Drago family consists of Michael, the captain; me, Meghan, the first mate. The “go to” person for anything else is our son Peter (18). Henry (16) and George the youngest and most enthusiastic sailor of the family (8) round off the crew.

Our other crewmembers aboard the *Water Cocoa* over the past 15 years have been the family dogs. First there was Redd, the Wheaton Terrier. Then we double dogged it for a while with Salty, our Kerry Blue Terrier and now we crazily have Nickel, an Irish Terrorist, I mean terrier. (If you have an Irish, you know what I mean).

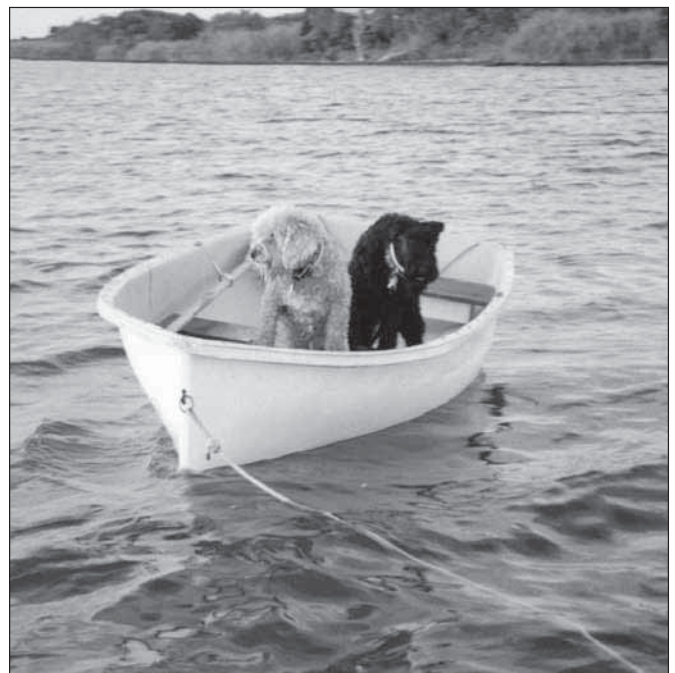
Now most families who own a catboat have similar sailing experiences. There are the occasional no wind days, too much wind days, too much water days, no water days, towing experiences, forgot the food day, lost the hat days, no sunscreen days, lost the dinghy days, not enough anchor line days - you get the point. Everyone who has a boat loves to share their “war” stories of their adventurous sails, but NO stories compare to the “Dog Sailing Stories.”

We purchased our Marshall Sanderling, hull number 714 with 2 small children and Redd. We docked the *Water Cocoa* for the first few years of ownership. Docking the boat made it easy bringing the little ones in strollers. Redd was adopted before we had children and sailed on a much larger family boat, so he had his sea legs when the catboat came along. The only problem was that Redd had never sailed with the kids before and more important, he didn't really like children. We tried to spare him as much interaction as possible, but on an 18 ft. catboat, that is hard to do. He loved to sail, but always tried to get away from the boys. He never bit, but often growled at them. He used to crawl into my lap to get away from them. On the boat, Redd became my 40-pound lap dog.

When Redd was about 10 we got Salty the Kerry Blue Terrier. Other than the kids, Salty was Redd's arch enemy. One of the funniest sailing adventures with two kids and two dogs was the overnight at Tice's Shoal in Barnegat Bay. We set out for a sleep-over on

the boat with our thousands of bags, toys, sleeping bags and food. If we didn't look like the Beverly Hillbillies doing this, then towing the dingy behind us completed the look. The boat was overloaded and stuffed with our belongings everywhere. At some point on this journey, the boys and dogs got on our nerves so badly that the most humane thing to do was separate the dogs from the children.

We first thought about putting all of our belongings into the dinghy to make more room on the boat, but I was afraid it would get wet. Then we thought maybe Mike and I should get into the dingy, but the kids were too small to sail the boat. Then we thought to put the kids in the dingy, but then Children's Services could be called. Alas, we banished the dogs to the dinghy for the rest of the sail. Redd was horrified to be confined in the dingy with Salty. Redd may not have been happy about the solution, but it created some peace on the boat and that was all we needed for a little while.



Banished to the Dingy

Everyone who has a catboat knows that an overnight stay is not like an overnight on a cabin cruiser. When people ask us if our boat is big enough to sleep on, I tell them, “Sleeping on our boat is like sleeping in a bathroom. Someone gets the tub, someone sleeps under the sink and someone curls up around the toilet. Dogs always sleep outside on the benches until they are too cold - then they curl up around the toilet next to MY HEAD.”

Salty's reputation as a sailor is legendary. His name is synonymous to his years on the water. His infamous year was in 2003. Pictures don't lie and he sailed the *Water Cocoa* to a fourth place in "Fat Cat" category in the annual catboat race in Harvey Cedars. Mike sailed the race with the older boys and Salty. A photographer had snapped a picture of him sailing the boat and even noted his name and the dog's name. The following week he got a call from his mom that he made it into the papers. The joke was that Salty was the feature in the local paper. The caption read, "For the Catboats, It's a Bay Dogfight.."

By the following sailing season we added to the family an Irish Terrorist named Nickel. We are not sure if this was the best idea or the worst idea of our lives. Nickel is a devil dog!!!!!! He is the cutest but most devilish animal I have ever met. His first experience on the *Water Cocoa* was a lasting one. When he was about 10 months old he went for his first sail. Since he was young and dumb, we attached him to a line we have on the boat called the "Henry" hook. Our middle son never liked to swim with us so when he was young we attached him to a line when we went swimming. If he fell overboard while we were in the water, we could scoop him up easily. That "Henry" hook came in handy with Nickel.

You know the moment when the boat is pointed into the wind and you decide to raise the sail? Well, it can be a bit hairy and noisy. Once as first mate, I pulled up the sails, turned around and the dog was GONE.

Nickel fell overboard. There he was being dragged in the water attached to the "Henry" hook. Mike was just getting the boat under control when I started yelling, "Dog overboard."

"Pull him in," Mike said. That was easier said, than done. Winds were strong and we were moving. The dog was basically drowning while being dragged in the water. As I nervously pulled Nickel in, the choker collar pulled tighter around his neck.

"You're going to choke him to death and you're going to drown him." Well, I managed to get the puppy aboard! I thought Nickel's first experience would have frightened him to death, but it had the opposite effect.

Nickel shook himself off and attempted to jump right back into the water. He knew instantly *Water Cocoa* was his home. In fact, he is so comfortable on the boat we think he maybe a reincarnated sailor.

Nickel's favorite place is on top of the deck. He lies on his side between the tracks of the deck hatch. He secures his feet against the rails when the boat heels. When sitting up on the cabin, he ducks under

the boom when we tack. He walks along the toe rails and even hangs his head overboard to look into the water on a good heel. And he does all of this while attached to the "Henry" hook.

We say Nickel is like a cat with nine lives. He IS perfect on a catboat. Who knows, maybe someday he will be in the papers for winning a race.

We cherish all of our sailing days and our crazy dogs who have shared in our weekend adventures.



Gabby

Photo by Cecil North

Corgi On The Cat

Nancy Hanway

My husband Cecil and I sail *Eramare*, our sloop-rigged Marshall 22, in the Apostle Islands, on the southern shores of Lake Superior. The Apostle Islands National Lakeshore is, for the most part, undeveloped, so you sail surrounded by intense, unbroken colors: deep blues of lake and sky, greens of the islands, red cliffs of the coastline. Often on lists of the ten best places to sail in the U.S., it is one of the most tranquil places as well--as long as you don't bring our dog, Gabby.

Gabby is a Pembroke Welsh corgi, a short-legged herding breed. Cecil likes to say that corgis are the catboats of the dog world: compact, swift, barrel-chested, gallant, and unfailingly loyal to their owners. Corgis are also renowned for believing they are big dogs, and they are always ready to rush in to defend their people. Gabby protects her catboat and sailors with every ounce of conviction.

The first time we brought her to the marina as a puppy, she knew exactly what to do: she ran down the dock, jumped on *Eramare*, and raced up to the bow, stationing herself there proudly. As we motored out of the marina, she barked at the other boats, growling if they headed in our direction. "Stay away!" she growled. "*Eramare* coming!" She gave a big doggie grin once we headed out into the lake. She knew she'd been successful. "You see?" her grin said. "It worked."

As long as seas were calm, she scrambled about on deck, examining everything, lifting her nose to the breeze, and woofing at the birds (there is no seagull in the Apostle Islands that hasn't heard her warning). But if seas were rough, she shoved herself between Cecil and the cockpit coaming. Cecil perched on the seat, with the corgi behind him taking up most of the room.



Looking for Ducks

Photo by Cecil North

She took particular offense at ducks near the dock, probably because they seemed more bemused than scared, quacking at her as she barked. One day, right after we took off her PFD, she grew outraged at this lack of respect from the wildfowl and dove off the transom into the water. The ducks scattered, scolding her. Gabby paddled in circles, suddenly realizing that

there was no way to get back on board. Cecil had to jump in, completely dressed, to rescue her.

When we crawled into our quarter berth at night, Gabby insisted on joining us. Not to sleep at our feet, like an obedient puppy. She stretched out full-length, her back against Cecil, pushing her paws against the centerboard trunk to give herself more room. That first weekend Cecil ended up squeezed between me and the puppy, his arms pinned to his sides. At the tiniest noise, she barked, causing Cecil to leap up and bang his head against the cabin ceiling. Desperate for sleep, he crawled out on deck where he shivered under a thin blanket, waking with dozens of mosquito bites. "Let's not take her next time," I said, as he scratched himself bloody during the long ride home to Saint Paul. "She's just too much trouble."

But, it's hard to find someone willing to care for a puppy all weekend. And we missed her. She was so comical as a companion, and so much fun to watch as she climbed around on deck, always joining me when I sunbathed. So we bought a collar that emitted a little burst of lemon scent when she barked. And it worked, even though she sulked when we put it on. I was elated. We had cracked the code--now we could get some sleep.

That night we sailed to Stockton Island, north east of Bayfield, where there is a dock and ranger station. On the way, we passed Bear Island (which has no bears) and Hermit Island (plenty of bears; no hermits). By the time we arrived, most of the spaces at the dock were taken, but with the centerboard up we were able to squeeze in, fairly near shore. The only problem was that the bark collar had started to malfunction, going off simply if there was a loud noise nearby. Always tender-hearted, Cecil said we couldn't leave it on overnight.

"What if it goes off accidentally?" Cecil said. "Poor girl."

"Poor us," I said. We argued for a little while, but I gave in finally. I knew that he wouldn't be able to sleep worrying about the dog.

In the middle of the night, we awoke to a terrible, vicious growl. We both sat straight up, banging our heads. Gabby had jumped down from the quarter berth and gone to the step aft of the galley, where she was pushing herself against the doors, trying to get out, growling and yelping. The bark collar sitting in the galley, a foot away from her, sprayed lemon mist everywhere.

"Hush, girl. Hush!" I climbed over the centerboard trunk to get the collar, tripping over Gabby and bruising my elbow. The collar sprayed again, this

time hitting me in the eye. I grabbed Gabby, trying to calm her down but she was now baying furiously. My eyes burned. I had one hand on the puppy as I leaned over the sink, pumping water onto my eyes.

“Hold her,” Cecil said. “I’m going out.”

The dog was still hysterical. “What if it’s a bear?” I asked. “What will you do?”

He blinked, still half asleep. “Don’t worry, I have a flashlight.”

These decisions make much more sense in the middle of the night.

Cecil opened the hatch carefully, climbing out onto the deck. The other boats were dark, even though Gabby was still snarling. I imagined the people in the other boats with pillows over their heads, cursing us. When Cecil left, Gabby’s barking grew more frenzied. Cecil climbed onto the dock and trained the flashlight across the beach and the path to the ranger station. When he came back, Gabby sniffed him carefully. “I didn’t see a thing,” he said. “I don’t know what her problem is.”

The next morning, as I was walking up the path, I came across a fellow sailor examining the garbage area, which had a bear-proof lock and a steel guard. “Take a look at this,” he said. “You ever seen anything like that?”

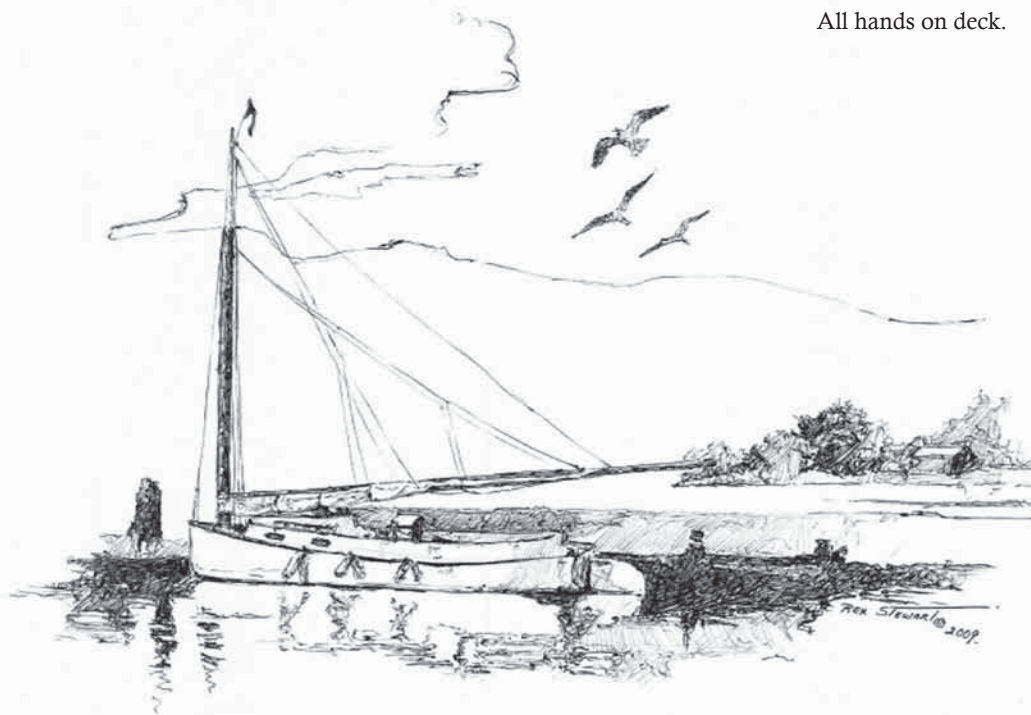
There were tooth and claw marks all over the lock--the bear had tried to pry it free. “That was some beast,” the man said, scratching his chin. “Must have been huge.”

We were tied up not very far away from where the bear had been. And even though Cecil said he doubted a bear would have lumbered down the dock into a boat, it wasn’t that far a walk. I knew--I was positive--that Gabby had kept us safe. She seemed to think so, too, since she grinned all day, her toothy smile saying. “Bear? Yeah, right. No bear ever dared face a corgi.”

Gabby has never quite outgrown her barking, berth hogging, cockpit shoving, duck diving ways, but I now insist that she come sailing with us every time. Because someone has to protect us from the bears.



All hands on deck.



Short Tacks



Editor's Note: This winter Steve Ewing, of Edgartown, was named his town's poet laureate. He makes his living on the waterfront building and repairing docks. He grew up on the waters of his town and got to know Oscar Pease, sailor, fisherman, shellfisherman, and owner of Vanity, what is often referred to as the last working wooden catboat. Oscar Pease was one of the founding members of the Catboat Association. Steve just recently joined the association and he wrote this poem last spring. This poem was first published in the Vineyard Gazette on Nov. 10, 2011. Reprinted with permission.

Vanity

Steve Ewing

*I saw you anchored
In summer
Just on the edge
Outside the shoal
Still shallow
Off Shear Pen Pond
Oscar in waders
Scratchin' for hogs
I've seen your
Stern
In winter
Sputter
While you towed
For scallops
Dredges draining
On the rail
Oscar's Back
Hunched over the board
Culling the last haul
Wide
In Southwest rain gear
The bay
It seemed
Was made just for you
I followed
In my small
Leaky skiff*

*Towing drags
Humble
In your
Broad shadow
I watched
Your limit stowed
As you left
The pond
On windy days
How you'd head north
Into the swell
Toward Cape Cod
Then turn
And slide
Down the following sea
For the harbor
It seemed
You steered
Yourself
While Oscar washed
You down
I sold him paint
Each spring
To coat your bottom
Kirby red
From New Bedford
You looked so proud*

*Launched
Fresh painted
Your dog house hatch
Top hat cocked
Later
I saw Oscar
In the hospital
Before he died
We chatted
He seemed
Fine
But then he drifted off
Steve Gentle
Passed you on
Rebuilt
And back afloat
With spars and sail
Instead of drags
You looked so sharp
So new and light
It's good to see you
Got up in your summer
Rig
As if the wind
Was made
To push you
Right along*

Catboat Stowaways

By Wallace George du Temple

*A forceful gust healed the catboat
So I grasped a windward hold.
White water overwhelmed the combing.
The drop keel hummed the hull
And the helm hardened.
No time to furl, disaster fast approaching.*

*Beneath the boom two stowaways embraced
Long bodies quivered, iridescent, colours shifting
A pair of blue and silver dragon flies
Balanced by translucent wings
Made love.*

Labor Day Weekend on Great South Bay

John Orlando

Back in the early to late seventies, we always had a good turnout of catboats for the Great South Bay Yacht Racing Association Labor Day races traditionally hosted by the Bellport Bay Yacht Club. The catboat group consisted mainly of Bellport Bay catboaters and a few devoted catboaters sailing up from Sayville Yacht Club. The boats were largely Marshall 18s, Herreshoffs, and a few boats 22 feet and over. We had our own start, of course. Fun and laughs are not correctly defined in Webster's dictionary. We Bellport catboaters certainly had our own definition---any thing goes to have a barrel of laughs. We did not race by the U.S.Y.R.A. rules. We had one rule and that one rule was: NO RULES AT ALL, NO PROTESTS, NO 360S, NO NOTHING and it worked. We had fun. The fun started immediately upon the arrival of the cats. So sit back in your favorite chair, drink in hand, read this article and laugh, and try not to spill your drink. The comical tales come from my fading memory of the many Labor Day comedy shows we had. The stories are not told in any order, just randomly. I do not want to offend the serious catboat racers. All of the Bellport catboaters highly respected your principles and respect for the racing rules, but we just raced with a different outlook,---WIN, and have as much fun as you possibly can. Readers remember, this is a collection of hilarious events staged by a bunch of middle-aged immature adults.

Picture ten or twelve cats sailing around, jockeying for position. You want to win the start, taking it real seriously (for a change), running the line, sailing back and forth to the line, getting your timing down pat, tacking, concentrating on the clock, listening for the gun signals, every cat nearing the line, all the cats are mixing it up. In the middle of this a Marshall 22 is being single handed by its skipper, a well-known flamboyant personality, sitting at the helm, jockeying for position. Just about 2 seconds before the gun fires the start, the skipper jumps up and is stark naked and laughing up a storm.

RESULT: every boat captain loses his concentration and the *Eel* slips by everyone and takes the start. Everyone knows the old adage "pay back is a #@*!". Just prior to the start of the afternoon races, someone went aboard the *Eel* and inconspicuously removed the steering wheel!

I have a long-time close and dear friend named Bob Lyons III. Bob for many years has owned a magnificent 1939 forty foot Matthews sedan/cruiser named *Fireplace*. Bob meticulously and lovingly maintains *Fireplace*. One Labor Day (most of the time patient and easy-going) Bob's wife Judy invited some friends to have lunch and cocktails aboard *Fireplace* to watch the races. Bob anchored on the lee side of the starting line a few points lower than the flag end of the line out of the way of any boats positioning for the start. *Fireplace* has a large aft deck completely covered with a hard top with all open sides and stern---just a relaxing and comfortable layout. Judy, as the gracious host she is had a table set up, with her guests lounging with cocktails in hand, enjoying the beautiful day the cooling breeze, the colorful sight of the boats, table set with dishes, silverware, glassware, everything just perfect. I hope everyone has a vivid picture, a beautiful classic boat, an elegantly set table, beautiful relaxed people, the cats sailing back and forth jockeying for a perfect start. Bob's close friend John Orlando sailing *Erica Lee* (then a Sanderling) on a port tack headed to pass *Fireplace's* stern, getting closer and closer. Just when *Erica Lee* was passing *Fireplace* astern, I grab my water-filled pressurized fire extinguisher (we all remember them hanging on the walls at school) and I start firing away, drenching everyone, wiping the plates off the table. Bob and his guest are hysterically laughing. Judy, on the other hand, was not happy. If looks could kill, I would have taken permanent residence about a mile up Bellport Lane at Woodland Cemetery. Well, after a few minutes, Judy started laughing as well.

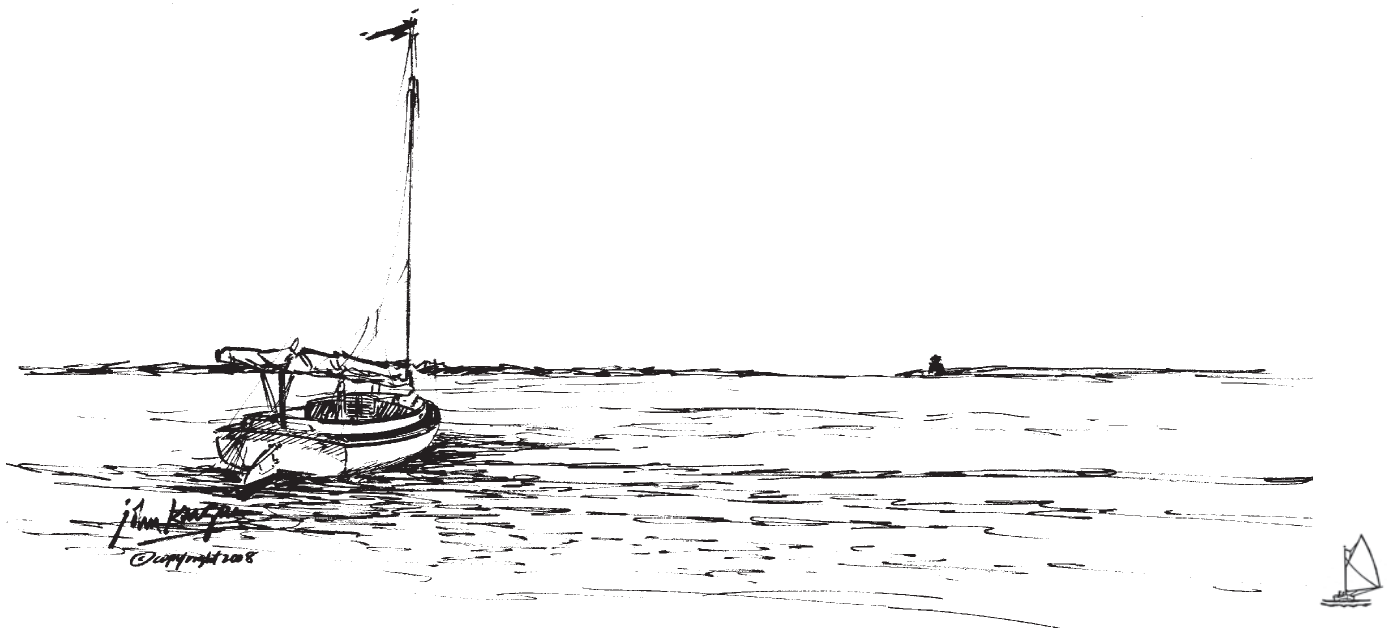
For years all the boats had steady crews, usually the owner and a close friend. Year in and year out, we were all steadfast teams. I always sailed with my cousin Donald. It became a Labor Day tradition. Sanderling owner Bill Husing always sailed with his friend Peter. This particular Labor Day was intense racing. Saturday's races saw Bill's boat flying a colorful spinnaker. He certainly had a down wind advantage and won both races that afternoon. Remember the racing rules: no rules apply. Sunday's race saw 12-15 knots of wind (no spinnaker today). We rounded the mark heading down wind; Bill was in the lead with *Erica Lee* gaining. Picture this a nice sunny day, paying attention to sail trim, enjoying a nice cold beer. You have to love it. I looked forward to Bill's boat, and oh my god, the bay is on fire! Eight old broken Styrofoam coolers stuffed with newspaper blazing with fire were heading my way. What was I to do? I had to steer clear. A couple of jibes later, I cleared the minefield safely---lost time and position. Remember the rules applied here, no rules at all. Well, we laughed like the devil. (Please note the yacht club chase boat retrieved all the litter on the bay.

My memory brings back the one Labor Day we in Bellport had World War III. It seems to me great minds often think alike. The old crews were in their most devious of moods that day. Again a down wind run (down wind always brought the best of us to the surface). All of a sudden boats are firing roman candles and bottle rockets at each other. Of course, with the wind and the not very powerful pyrotechnics to really reach one another, it was safe, but we really put on a show for the spectator fleet. We had fun and the post race camaraderie led to some pretty serious

beer drinking. The readers also have to remember we were all in our thirties and early forties. We were the old guys to the young and aspiring youths of the sailing fleet. Those kids died laughing at our antics.

One last story is about my old friend Bob Lyons. I think it might have been around 1985 or so. Bob had just bought a brand spanking new Ford LTD Crown Victoria. Ah, she was a beauty, with every option available. One afternoon I was in my office and Maureen called me. "John, did you lend the *Erica Lee* to someone, or did you take it out of the water? I rode down to the marina and the boat is not in her slip."

I said, "No. Please take a ride down to the marina again and call me from the pay booth." (No cell phones then.) Well, Maureen called, "The boat is gone." "Oh, #\$\$%^&, I said. I don't have insurance on it." "Wait a minute, I see it. It's anchored off Brookhaven (the next town to the east.)" Through intensive investigation I learned the culprit was Bob Lyons. I cannot let this deed go unanswered! I placed an ad in The Long Island Newsday selling Bob's car. I put a ridiculously low price on it. I added, "divorce sale." Call between 12 a.m. and 7 a.m. and put Bob's home number. Well the calls started coming in. Judy was furious. Bob was laughing so he began to tell the callers "You have the wrong number" and proceeded to give them my home telephone number to call in the middle of the night. The result was one angry wife on my hands. We all laugh about it now. I am sure we all look back and say to ourselves "Did we really do all those insane antics." Yep, we did. It is sad that my writing this story has brought back memories of my sailing buddies who are no longer with us. I truly miss you guys.



Boat Building and Maintenance

Bob Reddington, Editor

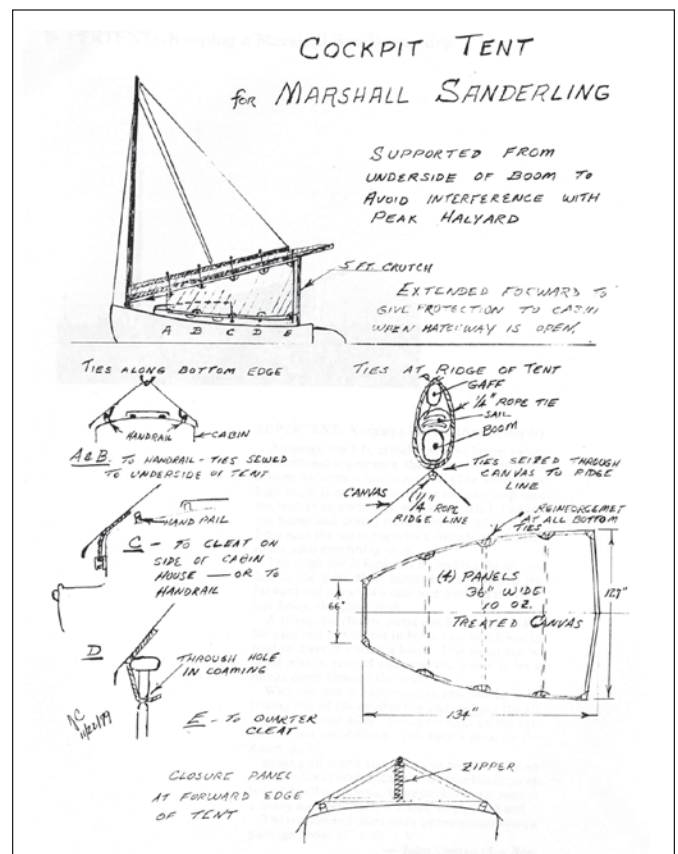
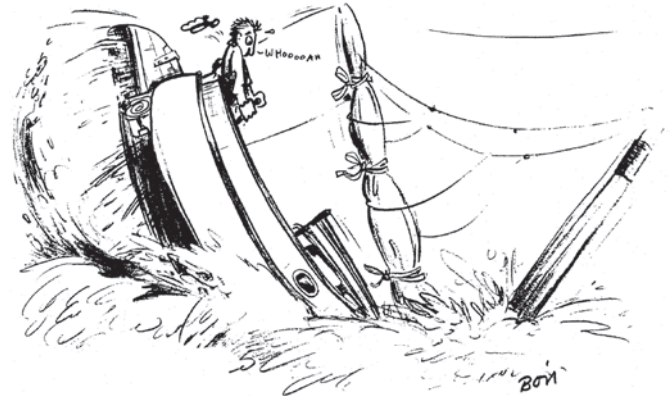
Editor Note: I think maybe I should change my handle from "Your Sinking Shipmate" to the "Bulletin Beggar." Hey you out there! Have you fixed your own ship or built your own boat? Do you work on boats because you just like to get the job done, or maybe to save on expensive yard bills?

Please put your experiences down on paper and share them with other CBA members.

Here are some suggestions for possible bulletin articles: How to prepare and do a good varnish job. How to achieve a racing finish. How to make her look her best. How to fit her out. Let us know how you do it. Temporary or permanent repairs on sails, rigging, propeller, propeller shaft, or engine, propeller shaft alignment, stuffing box, engine controls, water pump, exhaust system, fuel tanks, lines, and filters, generator and electrical system, stove, galley pumps, bilge pumps, head and holding tank, the topics you could write about are too numerous to list. Please share your knowledge with the "Catboat Bulletin."

Many of you are ingenious sailors who have worked out original solutions to maintenance problems. More power and credit to you. No one however has been brave enough to come forward and send anything for me to send to our editorial board, so I am going to have to run a reprint to take up your winter nights. The results will be rewarding, useful and beautiful come boating season, so shipmates get yourself together and send off some copy for future bulletins. Send "Boat Building and Maintenance" stuff to Bob Reddington, 235 Lake Ave, Bay Head, N.J. 08742. Please type or print legibly double spaced. Thank you. The other contributing editors will also be looking for material for their departments so please get going and contribute, we will help each other with useful and informative bulletin articles.

Bill Cheney from Pawlet, VT sails his engineless Marshall 22 Penelope out of Burnt Coat Harbor, Maine. He sends us some interesting things about his Marshall 22. Here is a reprint I promised you "Keeping your Sanderling Dry" by John Church (Bulletin No. 61 pages 32 and 33). So send some material. I have nothing for the next bulletin.



SuperTent: Keeping a Marshall Sanderling dry.

John Church (Sea Bea)

Although the 5 ft. crutch gives the boom an unconventional appearance, the headroom it provides is most welcome - tent or no tent. "The boom at its high angle is quite conspicuous and can help spot the boat in an anchorage with other cats.) To keep the

boom and crutch from swaying, a 3/8 in. guy lines from near the top of the crutch down to the quarter cleats keep everything snug.

The ridge line is kept taut by making the aft end fast to the main sheet boom bail and taking the forward end ahead to a turn and hitch on the mast just below the goose neck.

A triangular closure panel can be sewn in at the forward end of the tent to block rain which would tend to drive in during a blow. This panel can be fitted with a vertical zipper at the center to let a breeze come through the cockpit.

With the tent set up, entering and leaving is by freeing one of the quarter ties and pushing the aft edge of the tent aside. Going forward on the catwalk is not too difficult - just keep a hand on the boom/gaff.

Sewing all seams and edges can be done with an ordinary home sewing machine on four thickness or less of the 10 oz. canvas. More thickness will require a heavy duty machine or a lock stitch hand awl.

The tent can be folded easily by two persons into a package about 20 in. x 20 in. x 6 in.



Penelope

Living with an Elderly Marshall 22

W. R. Cheney

How has she stood up to wear and tear?

When I bought my 1967 Marshall 22 in 1998, the survey revealed that the plywood cores in rudder and transom had decayed and were in dangerous condition. Additionally there were areas of minor rash-like blistering at the turn of the bilge. I installed a new (now foam-cored) rudder from Marshall Marine and Hank Hinckley of what was then Great Harbor Marine in Bass Harbor built a new transom. Neither

the yard, the surveyor, nor Bill Coleman, a fiberglass industry pioneer who summers in a fiberglass house here on Swan's Island, seemed to think the blistering (small pimples not visible from more than a couple of feet away) would become a problem, and, so far, they have been right.

The original gaff saddle became twisted and distorted over time, and failed to function. The replacement, which seems to be of more robust design has, so far, (four years) functioned flawlessly. The gaff collars are lined with plastic or Teflon where they come into contact with the mast, and this lining eventually wears out. Industrial carpeting glued to the collar with contact cement is suggested as a replacement. It was a year or two after this operation had been performed that the original mast collar failed. The gaff collar is so essential to the functioning of the boat that I would buy a spare if they weren't so expensive (+/- \$400.00).

Otherwise, the boat has proved to be robust and trouble free. Having heard that there have been occasional mast failures due to electrolytic corrosion where the aluminum mast is surrounded by a stainless steel collar which supports the gooseneck among other things, I took a good look at the mast during one fall storage, and was surprised to find that it was partially full of water. Consequently I drilled a hole at the heel of the mast and always make sure the mast is inclined toward that drain when stored. There have been no problems with the seats, decks, bulkheads, or steering gear.

The first year I owned *Penelope* I did have a mystery leak that for a long time frustrated all attempts to find it. Temporary relief could be obtained by pouring sawdust into the center board trunk where it was apparently drawn into the problem area and stopped the leak for a while, but the leak would always come back and it was bad enough so that I couldn't leave the boat untended for more than a day or two. Finally we found a crack in the bottom of the skeg, far, far from the interior of the boat. When this was filled with epoxy the problem was permanently solved.



In the quiet of a safe harbor.

When I first owned the boat, the port lights leaked and had to be re-bedded. Additionally, the companionway hatch did not prove strong enough to take the weight of a 240 pound man on it and gave slightly so that from then on it scraped noisily on adjoining surfaces when being moved forward or back.

There is an area under the cabin sole, just aft of the head which is sealed off from the rest of the boat (no limber hole in the transverse member at its aft end) which collects water from forward and the head area. I have to remove this water annually during fall storage with a turkey baster through a hole I have made in the cabin sole. Why not drill a limber hole? The hole would have to be made at a very awkward angle and uncomfortably close to the bottom. Could be done, but I have never cared to attempt it.

The forward hatch, which should be hinged, is not and is only dogged down with hooks and eyes similar to what you would find on a screen door. My friend, who also owns a Marshall 22, had his forward hatch cover mysteriously disappear during winter storage. It could have just as easily flown away and sunk in a nice reaching breeze.

I had to replace the centerboard pendant, which was worn, when I bought the boat, but otherwise have had no problems with the board. I understand that the pin upon which the board pivots can wear out and break, but checking it would involve a major repair which, so far, I have not felt is justified. The board itself, which I assume to have been made of the same composite construction as the defunct rudder and transom, has remained sound.

Equipment Options and Additions:

Like some Marshall 22s, *Penelope* is equipped with a bowsprit. And while some purists claim a bowsprit has no place on a catboat, that view, I disagree. As an aid to hauling anchors, particularly for single handers, a bow roller on the 'sprit is invaluable. Standing on the tiny foredeck trying to haul your anchor while the boom is coming over and trying to push you over the side is difficult and unnecessarily dangerous. With a bowsprit and roller you haul from the safety of the cockpit while maintaining a much better grip on overall control (steering, sheets, halyards etc.). The main anchor, a twenty lb. CQR, rides in the roller.

Just aft of the bowsprit at the very forward part of the house. I have added an opening bronze port light. Among the very few real flaws in the Marshall 22 are poor ventilation and light in the cabin. This, of

course, is not a problem when the big companionway doors and hatch are open, but when the mosquitoes arrive and you have to button her up it sure becomes one. Aft of my port light is the afore mentioned fore-hatch, and mounted in this is a solar vent, another addition to help with ventilation. Just aft of this and to port is a dorade vent added for the same reason. I have yet to install a deck prism, but plan to when I am flush.

Further aft on the cockpit combings just forward of the wheel are a pair of Wilcox Crittenden oarlock sockets. Oars are absolutely essential on an engineless boat like *Penelope* but I think even boats with motors should have them. Motors don't always work, and the wind doesn't always blow, but there are always currents that want to put you up on the rocks. The oars must be long enough to get a good bite in the water while clearing the side decks. I use a pair of "Feathoars," long sculls that were designed for use with an Alden Ocean Shell. They work O.K. but would be even better if they were a foot or two longer. The oarlocks should be situated so that the backs of your legs can hold the wheel steady while you stand at the oars. Do not expect to enjoy rowing a Marshall 22.

Mounted on the rudder is a bronze step to help swimmers – voluntary or otherwise – get back on board. This piece of equipment is an option when you buy a boat from Marshall but it should be standard because it's presence or lack thereof can be a matter of life or death.

Also on the rudder and transom are a pair of gudgeons to take the pintels on the rudder stick, a piece of equipment which keeps the rudder from flopping around when the boat is at anchor or on a mooring. This also should be standard, but isn't. At best this flopping around causes wear in the steering system. At worst, in storms, it can cause costly damage.

Accommodations and Comfort:

I find the Marshall 22 with the original layout reasonably comfortable for a single-hander for periods of up to a couple of weeks, but my standards in this area are probably lower than those of most 21st century Americans. There is no comfortable place to sit with back support below decks. The only place to be comfortable for extended periods is semi-reclining on the starboard bunk with your back up against the rear bulkhead. Sitting on the bunk with the centerboard-mounted folding table deployed is fine for mealtimes, but opening the table and getting your legs under it calls for major acrobatic contortions. Once you are so

seated, you better be sure everything you want to eat and drink is close to hand because getting up to fetch anything once again calls for major and complicated effort.

Cooking must be accomplished at some remove from the stove with the centerboard intervening. A very small person might be able to cook while sitting on or straddling the centerboard trunk.

The V-berths forward are, to my mind, suitable only for storage. They are short and, anyway, who wants to sleep with their head almost in the toilet? I keep three large plastic bins up there of the kind Wal-Mart stocks in such profusion and use them to store clothes, books, and food.

When cruising with my wife aboard, I find that everything you want access to is always under something else, and that logistics like making the bunk into a double – which more or less precludes any below-decks activity other than lying down – tedious to the point of unacceptability. The previous owner of my boat made fairly extensive cruises with his wife, two young daughters, and a dog. I can only say, “Different strokes for different folks.”

The cockpit is, of course, wonderfully comfortable, and that is where I manage to spend most of my time. A dodger over the companionway hatch would considerably improve conditions both above and below in rainy weather, but catboats with dodgers just don't look like catboats. Also very useful would be a permanent boom gallows.

One prized piece of equipment aboard is a “zero gravity” lounger which is a lightweight folding chair that will assume any position from a cot-like horizontal to fully upright. It works well in the cockpit when at anchor or on a mooring and makes reading or dozing as comfortable, or more so than they could ever be at home. Before I had the anti-gravity chair, I used to bring up the big bunk cushion from below and lay it crosswise over the seats and across the cockpit well. With your legs up on one seat and you back against the other, this was a pretty comfortable way to loll away a windless afternoon.

Performance:

Here is where the Marshall 22 comes into her own, and here, along with the way she looks, is why we love her. She is weatherly, fast, nimble, and dry. Simple to handle, no jib sheets to hassle with, and no deck sweeping genoa to peer around. You can see where you are going, and you are going there efficiently and fast. On a few occasions I have seen the GPS register

7.5 kn. over the ground with no help from the current, and cruising at 6 kn. is not at all unusual. She keeps up with or passes cruising boats of up to or sometimes more than 30 ft. And this on all points of sail. The idea that catboats, at least engineless ones, don't go well to windward is just not true. She is also quick and reliable in stays. In fact in the twelve or thirteen years I have owned her she has never missed stays even once.

Even in the frequently boisterous open ocean waters around Swan's Island this 22 footer is amazingly dry and capable. Spray almost never reaches the cockpit no matter what you are thrashing into. I don't think I have ever felt it necessary to wear foul weather gear when it was not raining.

Penelope was fast and weatherly before I took the engine out, and afterwards she was more so. The general quality of her gear and working parts is very high, though the interior appointments of some of the earlier boats, including mine, are a little rough. I feel confident that in her current state she will last longer than I will and I can't think of many craft of any size or price that I would trade her for. I've owned several cruising boats and *Penelope* has been just more flat out fun than any of the others.



Looking Ahead to the 50th Anniversary Rendezvous

Lou Abbey



Tim Lund, president.

Photo by Brian Smith

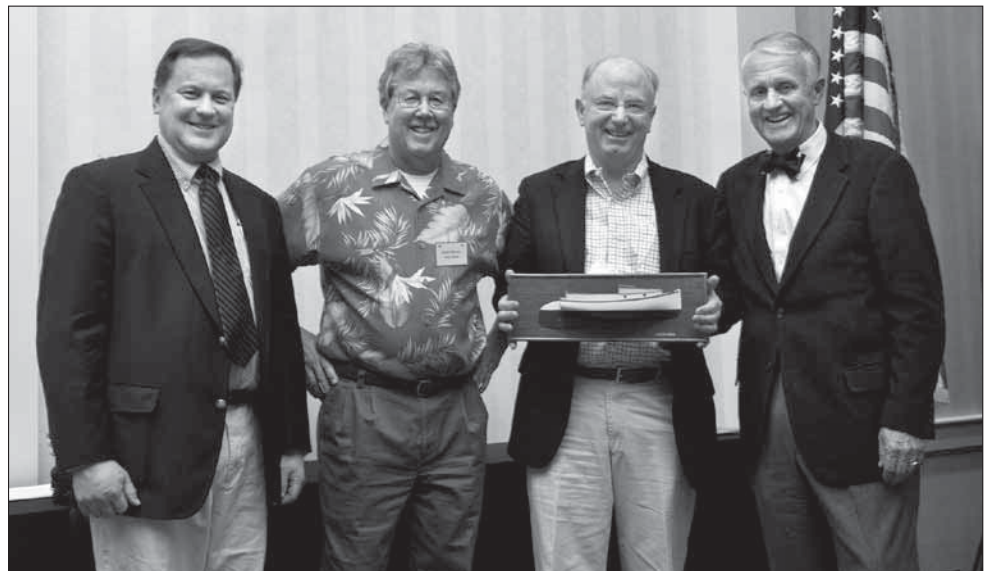
date was just the formal acknowledgement of a history that began long ago. We were treated to parents and grandparents of the founders, a nautical genealogy of catboats, summers of relationship building between children sailing Beetle Cats, romancing, marrying and moving on to bigger cats and more children. We learned about family triumphs and tragedies, lessons learned and advice not taken. Cruises to the islands, up and down the coast and around the world were all part of the lives these six men shared with their large families and with us. Throughout the stories they wove strong threads of relationships between people, the land and water and eventually with their boats. History and the present were intertwined and kept the audience attentive and feeling part of it all.

In the Spirit of the 50th Anniversary

Lou Abbey

MYSTIC, CT: The CBA 50th Anniversary Luncheon program was a spectacular video and live collage memoir produced by John Conway. The live part featured six longstanding and distinguished members of the CBA: Doug Leavens (son of CBA Founders John and Pinky Leavens), Ben Brewster, Frank Cassidy, Tom Maddigan, Bob Luckraft and Eric Peterson. Each man in turn delivered a live verbal memoir backed by a video that featured a musical score and a myriad of photographs related to his and his family's history with the Association.

This event was a celebration of "...what it is." Each of these men, in his own way, underscored the axiom "It isn't just the boats but the people and families *and* their boats that make the CBA what it is." The CBA did not simply burst into being in 1962. That



2012 Dolphin Award winner goes to Paul Cook: (left to right) Jon Agne, Steve Flesner, Paul Cook and Mark Anschutz at the Awards Presentation.

Photo by Brian Smith

This memoir was a celebration of being alive, connected and doing meaningful activity while having fun. Since not every member was able to attend, the Bulletin editors plan to publish the six presentations over the next year to give all our readers a chance to enjoy the spirit of life and connectedness that prevails in the Catboat Association after fifty years and promises to continue for another fifty.



In winter, Mystic Seaport awaits the arrival of summer and catboats.

Photo by Bill McKay

Cruising to the CBA 50th Anniversary Celebration

Bill McKay

MYSTIC, CT: At the recent 50th Annual Meeting of the Catboat Association there were two seminars on Saturday: one involved cruising to Mystic from points northeast and one involving cruising from Mystic from points west along the CT shore and south. Sailors are preparing for the 50th Anniversary Rendezvous to Mystic, July 6 to 8. The following two pieces are what evolved from those two meetings.

Cruising from the Northeast

Roughly two-dozen cats of various sizes were represented in this session, with Maine being the northernmost point. It was generally agreed that you could likely walk to Mystic in the same time it will take to sail there.

Working back from a July 6 arrival in Mystic we came up with some tentative rendezvous points, each with a “harbor captain” responsible for getting preliminary information and warning the natives about the planned invasion. The fleet will use channel 72 for radio communications during the trip.

While still in flux, here’s a rough itinerary:

Monday, July 2 -- South end of the Cape Cod canal, probably Onset or Monument Beach. Port captain needed.

Tuesday, July 3 -- Cuttyhunk. Port captain Eric Peterson (Loose Cannon)

Also possible, Westport, MA for those who would rather not do the open ocean leg from Cuttyhunk to Pt. Judith. Port captain John Conway.

Wednesday, July 4 -- Pt. Judith. Port captain Michael Harrington.

Thursday, July 5 -- Watch Hill. Port captain needed. This leg is intentionally close to Mystic to allow for weather delays, etc.

From Watch Hill there will be an early to mid morning departure to catch the favorable tide and current into Mystic Harbor. The plan is to reach the bascule bridge at around 2 p.m.

Those coming from north of the Cape are making additional plans for those stops. An email list has been created for the Northern Fleet. Contact Carol Thorsten-Stein (carolts1@comcast.net) to be added to the list. Ongoing planning is happening on Facebook in the CBA Cruise to Mystic group. Also, you should keep up to date on the website: Catboats.org. Good sailing all.

Cruising from the South

This informal gathering of skippers who live west of Mystic had several goals:

- Form core groups coming from several CT, NY, and NJ locations.
- Share means of contacting each group as it develops plans.
- Talk about respective boats and cruising experiences.

Each participant had somewhat the same BIG question, “How long will it take to get from here to there?”

Aided by five wall-hung charts of the whole CT coast, several skippers mentioned their locations and plans.

The luckiest skipper lives just south of the bridge; not a serious cruise for him.

Further west is Roger Klein who sails *Owl* out of the Old Saybrook area. (rogerklein@optonline.net) He is likely to be joined by two other skippers from up the CT River in Essex.

Further west is Frank Kemp sailing *Lovinde* out of Darien Ct. (fkemp@optonline.net) Darien is about 80 mi. from Mystic so the talk was that it’s a three day trip unless the prevailing SW winds and currents really work out well on their departure day. Going home is anyone’s guess.

John Parker of Staten Island sails a Menger 19, *Painter's Pride*. (catboatjohn@verizon.net) His trip will be about 120 miles. He does have a trailer and there was some talk about having that as a backup for one way or the other.

180 miles from Barnegat Bay in New Jersey. John Marinovich of Booton, N.J., sails a Marshall 22, *Dulcinea*. (marinovich@optonline.net) He hopes to make Mystic all the way from his bay. The editor thinks he'll be playing his guitar and singing to himself for MANY days on a journey this long.

These skippers and others are eager to help or to hear from people forming groups in harbors along

the cruise. They need to know about moorings, safe harbors of refuge, local knowledge etc. They may be contacted through yearbook info, on the CBA Listserve or on The Mystic FB group.

It will be interesting to see who travels the greatest distance – from north or south. How big will this growing south fleet become as it passes the Tall Ships in New London and arrives up the river to the Seaport? These and other questions will begin to shape answers as more people contact one another and form traveling fleets. Don't forget to join the Facebook page, CBA Cruise to Mystic and keep up to date on Catboats.org.

2012 Race/Rendezvous Schedule

Lyn Behne, Editor

Editor's Note: GROTON, CT: Members of the Catboat Association and the Chesapeake Catboat Association may have scheduled races and rendezvous for 2012, in addition to those below. If there are other regional catboat races, cruises and gatherings planned by groups or individuals, we would like to know about them.

If you plan to attend any of the scheduled races, write, e-mail or call the race chair listed here. Please include the name and type of catboat you are skipping, as this information will assist the race chair when he or she prepares the results for the bulletin. Also, please remember to notify the race chair should your plans change. Race chairs: please send any changes (e-mail, phone numbers, etc.) Jim Walther; JJW889@yahoo.com) so we can keep the lists current. Thank you.

June 10

Mayor's Cup Race, Stamford, CT
John Reffner
97 Ocean Drive East, Stamford, CT 06902
(203) 348-8098
e-mail: jareffner@cs.com

June 23

Noroton Yacht Club Catboat Regatta, Noroton, CT
Frank Kemp
20 Seagate Road, Darien, CT 06820-5409
(203) 656-1129
e-mail: fkemp@optonline.net

July 14

Sprite Island Catboat Race, Norwalk, CT
Robin Varian
14 Mallory Lane, Redding, CT 06896
(203) 938-4149
e-mail: bwvarian@mac.com

July 14

Duck Island Gathering, Old Saybrook, CT
Larry Ritzhaupt
10 Lighthouse La., Old Saybrook, CT 06475

(860) 388-4005

e-mail: larryk.ritzhaupt@pfizer.com

July 14

Martha's Vineyard Catboat Rendezvous, Vineyard Haven, MA
Brock and Hope Callen
Vineyard Cup, Sail Martha's Vineyard
110 Main St., Vineyard Haven 02568
(508) 696-7644
e-mail: sail_mv@verizon.net

July 14

Nantucket Race and Rendezvous, Nantucket, MA
Jonas Everets
29 Perry St., NY, NY 10014
(508) 228 5116/(917) 673-0846
e-mail: Jonas@jonasevertsdesign.com

July 21

Wickford Rendezvous, Wickford, RI
Eric Collins
89 Stony Lane, No. Kingstown, RI 02852
(401) 294-2173; e-mail: pswinc@verizon.net

July 21

North of the Cape, Duxbury, MA
Bryan Belsito, John Wheble
39 N. Triangle Drive, Plymouth, MA 02360
(508) 830-0942, (781) 585-6962
e-mail: brybel88@msn.com, jwheble@msn.com

July 21

Squeteague Harbor, Cataumet, MA
John Greene, Howard Crow
4 Anne Circle, Sandwich, MA 02563
(508) 944-0465
e-mail: JohnGreene4@comcast.net,
hcrow@earthlink.net

July 27-29

Padanaram Rendezvous, Padanaram, MA
Geoff Marshall, Jerry Smith
PO Box P-266
55 Shipyard Lane, South Dartmouth, MA 02748
(508) 994-0414
e-mail: mcs1@hotmail.com

August 4

Hyannis Rendezvous, MA
Skip Hall
P.O. Box 1059, So. Orleans, MA 02662
(508) 255-2266
e-mail: skipperdo@comcast.net

August 4-5

Leo J. Telesmanick Beetle Cat Championships, Bass
River YC, MA
Nancy and Ken Rodgers
11 North Cove Landing, South Yarmouth, MA 02664
(508) 398-3816
Winter: 136 Mariner Lane, Bay Shore, NY 11706
(631) 328-4941
e-mail: SaltworksX@aol.com,
krodgers@freeportschoools.org

August 10-12

Bass River Race and Rendezvous, Bass River, MA
Paul Cook, Rick Farrenkopf
25 Woronoco Rd., Weymouth, MA 02191
(617) 365-1952, (508) 776-1074
e-mail: Paul_K_Cook@Raytheon.com,
rickscatboat@aol.com

August 11

Cats & Gaffers Race, Essex, CT
Rick Batchelder
204 Middlesex Ave., Chester, CT 06412
(860) 526-4637; e-mail: rick@chesteraf.com

August 11-12

Chatham Yacht Club Regatta, Chatham, MA
Roy Terwilliger
105 Church St., Harwich, MA 02645
(508) 432-0549, (646)456-6168
e-mail: royrox@comcast.net

August 18

Arey's Pond Cat Gathering, South Orleans, MA
Tony Davis
Box 222, South Orleans, MA 02662
(508) 255-8977
e-mail: catboat@cape.com

August 18

Casco Bay Cruise, Casco Bay, ME
John Van Orden & Jenny Jorgensen
146 Shoal Cove, West Bath, ME 04530
(207) 442-7865
e-mail: Jenny_Jorgensen@yarmouth.k12.me.us

August 18

Norwalk Islands Long Distance Race, Norwalk, CT
Roger Klein
48 1/2 Roton Ave, Rowayton, CT 16853
(203) 899-0402
e-mail: rogeriklein@optonline.net

August 24-26

Herreshoff Classic Regatta, Bristol, RI
Sara Watson
One Burnside Street, Bristol, Rhode Island 02809
(401) 253-5000
e-mail: info@herreshoff.org

August 25

Western Long Island Sound Catboat Race, Indian
Harbor YC
Greenwich, CT
Mats Josefsson
161 Rowayton Woods Dr., Norwalk, CT 06854
(203) 517-5406
e-mail: jwrl16a@hotmail.com

August 25-26

4th Annual Townie Hornor
Perpetual Sail Around Catboat Rendezvous,
Osterville, MA
Paul and Karen White, Mark Anschutz
295 Route 6A, East Sandwich MA 02537
(508) 888-1394/(508) 284-7773/(508) 398-3488
e-mail: pwcarving@comcast.net,
markanschutz@yahoo.com

September 1-7

Provincetown Schooner Regatta, Provincetown, MA
 (Catboat race: September 8)
 John Wolf (508) 214-0176
 e-mail: johnwolf@bonehenge.com

September 2

Harvey Cedars Labor Day Race, NJ
 Robert Rue, Pooch Thomas, Bill Clarke
 383 Green Street, Tuckerton, NJ 08087
 (609) 296-4549
 e-mail: reruelaw@verizon.net, lbipooch@comcast.net
 bclarke179@aol.com

September 8

Great South Bay Catboat Regatta/Rendezvous, Blue Point, LI, NY
 Mark Seal, Phil Linker, Karla Schnase
 11 Browns River Road, Bayport, NY 11705
 (631) 669-3581
 e-mail: markseal@optonline.net, burrlink@aol.com

September 15

Norwalk Yacht Club Catboat Regatta, Norwalk, CT
 Jay Fallon
 2 Bryan Road, Rowayton, CT 06853
 (203) 857-4770
 e-mail: fallonj@wcmc.com

Sundays, September/October

Hog Island Beetle Cat Series, West Falmouth, MA
 Becky Kirk
 PO Box 458, West Falmouth, MA 02574
 e-mail: kirkj101@yahoo.com

ANNAPOLIS, MD: Members of the Chesapeake Catboat Association (www.Chesapeakecatboats.org) scheduled these races, rendezvous, cruises and gatherings for 2012. Catboat skippers who sail or trailer to the Chesapeake area are welcome to take part. Please write, e-mail or call the chair of the event you will attend for the many details not included here.

March 10

Annual Planning Meeting, Rock Hall YC, MD
 Marc Cruder
 514 Heavitree Garth, Severna Park, MD
 (410) 987-9616; e-mail: heavitree@comcast.net

May 27

Patuxent River Shootout, Patuxent River, MD
 Steve and Lois Flesner, Butler Smythe
 2037 Indian Circle, St. Leonard, MD 20685

(410) 586-8179, (240) 298-2602
 e-mail: flesner00@comcast.net,
 caerulean1@yahoo.com

June 10-16

Long Cruise, MD
 Marc Cruder
 514 Heavitree Garth, Severna Park, MD 21146
 (410) 987-9616
 e-mail: heavitree@comcast.net

July 21-22

Corsica River Races, MD
 Rich McLaughlin
 116 Pine Valley Drive, Avondale, PA 19311
 (610) 268-3780
 e-mail: richardmcl@comcast.net

September 2

Great Whitehall Bay Race, MD
 Butch Miller
 307 Bentons Pleasure Road, Chester, MD 21619
 (410) 271-2540 e-mail: anmiller03@aol.com

September 8

Prospect Bay Catboat Regatta, MD
 Roger Compton
 38 Greenwood Shoals, Grasonville, MD 21638
 (516) 656 3243
 e-mail: Rcompton@webb-institute.edu

September 9

CTSA/Old Salt Race, MD
 Van Nield
 1682 Fairfax Rd, Annapolis, MD 21401
 (410) 268-6008
 e-mail: vnmnield@verizon.com

September 28-30

St. Michaels Small Craft Festival, MD
 David Park
 319 Wye Road, Queenstown, MD 21658
 (410) 827-4168
 e-mail: parkwye@atlanticbb.net

October 20

Dean Worcester Memorial Race
 Van Nield
 1682 Fairfax Rd, Annapolis, MD 21401
 (410) 268-6008
 e-mail: vnmnield@verizon.com

Lyn Behne Retires as Race/Rendezvous Editor

Lou Abbey



Lyn Behne at the annual meeting.

Photo by Bill McKay

Niantic, CT: In 2002, Editor Dick Pepin asked Lyn Behne to edit the Race/Rendezvous section of the Bulletin. According to Lyn, Dick had to "...twist my arm a little." But he was persistent, and with Dave and Sandy Hall's recommendation, Lyn finally agreed to take on the job. What a good decision it turned out to be for Lyn and the Catboat Association. Now we are sorry say Lyn is retiring as Race/Rendezvous Contributing Editor. But don't get the wrong idea. She will still be around and sailing and attending rendezvous in Niantic, her homeport.

Lyn has loved the CBA since she joined in 1982 and was happy to do something for the Association when asked. A volunteer for various organizations and causes, Lyn has always admired the Bulletin both

for the "all volunteer" nature of its staff and its high quality journalism. The Bulletin, she said, "...stands out as an example of what volunteers can do together." Being a Contributing Editor was "...an opportunity to meet and work with nice people, do a good job and be part of a good result."

There were always challenges in the new position. Getting schedules and race results in on time to make the next edition deadline was one of them. Lyn developed her well-recognized grid to report race results and it was sometimes difficult to get people to submit information in a uniform manner. She mentioned that editing to preserve the individual narrative "flavor" of the writers was problematic at times, but it was always something the Bulletin attempted to preserve.

I asked Lyn what she was going to do with all her "free time." She laughed and admitted she was going to continue volunteering. A committee at her local library, a cruising club and a newsletter for her church are a few of the items on her list. A new Kindle has opened another new world of reading. And Lyn and her husband, John, are trying to arrange a migration from their current Nonesuch to a Marshall catboat. It sounds like much of the "free time" is already full.

Lyn hopes her successor will enjoy the job as much as she has. She is currently writing up a few items that might help the next Race/Rendezvous editor. By way of advice, the new editor should be organized and work out their own way to handle the job.

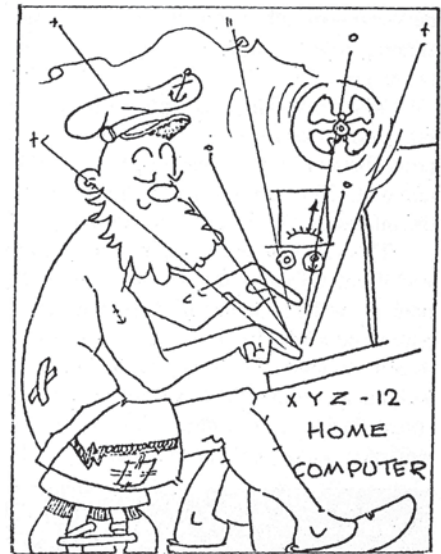
Lyn, you have been a shining light with your thorough, well-edited and formatted copy. The material is always timely, accurate and inclusive. You are certainly what we dream of as a volunteer editor. You have set a high standard for your successor. The editors and the membership are sad to see you depart but wish you the best ahead and most of all thank you for your outstanding volunteer service to the Bulletin.



CBA Discussion Group

C. Henry Depew, Editor

Editors Note: The catboat discussion group is accessed by joining the LISTSERV from the Catboat Association's web page catboats.org. Anyone can join for free. The talk can range from serious to whimsical. Below is only a sample of the interesting things we discuss. Come and join the group. Get information or put in your two cents worth. It is always entertaining - most definitely one of the best catboat resources available, next to the Bulletin.



Q: *I need to replace the old leather on my boom crutch and my gaff jaws. Other than tenacity and a good tack hammer (both of which I have), does anyone have any tips on loosening the tacks to remove the old leather?*

A: Respondents noted that removing the brass tacks begins with cutting away the old leather with any small sharp edged tool. This should give a space under the tack head to get a grip with a nail puller, pliers or whatever you have on hand, to pull out the tack. If the head breaks off and you can't get a grip on the shaft of the tack, either pound it in further, file it down or cut it off flush.

The replacement leather can be made from a worn out pair of leather shoes such as TOPSIDERS. If you drill or punch a hole through the leather, the new tack will go through more easily and is less likely to bend. If you were unable to remove the tack shaft holding the old leather, just place the new one a short distance away from the one that you couldn't remove.

Q: *The wooden mast hoops from my 17 ft. Cape Cod Catboat, after two years of continuous exposure to the weather, were completely blackened. I have cleaned them up and the wood looks good though darker than the raw wood was originally. Should I refinish them with teak oil, Cetol or some other varnish, or leave them raw wood? They have always slid up and down the mast without sticking, and I want to avoid that problem.*

A: Some respondents use Cetol on their hoops and some do not. However, all agreed that mast hoops are worthy of some attention. Being made of severely bent wood they can dry out and split, and replacing them is tricky, expensive and requires some effort. Any kind of oil--teak, linseed, motor, Cetol, turpentine--except vegetable, will do. One respondent uses a couple coats of epoxy on the inside to keep

them slippery and Cetol on the outside since it stays relatively soft and flexible.

Q: *Looking for a shop manual for a Palmer P 60 engine. Anyone?*

A: <http://www.marineengine.com/manuals/palmer/>

Q: *I'm thinking of using a pintle-gudgeon approach to locking my rudder when on my mooring. I'm wondering about the size of the wood (most likely teak) that should be used. I'm guessing that a 3/4 in. stick (cross-section) with pintles on the ends should be able to handle the stress, but I know that Marshall is selling a much heavier arrangement which looks like overkill to me. The stick would be about 15 to 20 in. long and I plan to use only one on the starboard side. Any thoughts would be appreciated.*

A: Those responding who have such an arrangement, recommend it quite highly. It was noted that the pintles stick sometimes and you need to pound up to get them out. Another approach was to use a piece of bronze rod bent at both ends instead (with holes drilled for cotter pins for long term storage). No cracking, very little flex, and simple. The respondent with the bronze rod noted that he keeps a tether on it so if it is dropped, it does not sink to the bottom. Another built his out of a 3/4 in. x 2 in. x 17 in. piece of mahogany with bronze gudgeons and pintles.

It was noted that you should buy the pintles and gudgeons first, the pintles set the width of the wood. You'll want to mount the gudgeons so the strut is as long as possible with the tiller centered. Mount the pintles, add a pad eye on the strut and another inside the transom so you can tie the strut to the boat and store it under the seat while sailing. Strut or rudder

gudgeons eventually wear, just fill them with epoxy and drill out with a long bit. Now there is no need to lash the tiller at the dock or mooring. The next project is to drill for a removable pin to hold the tiller in place. Then keep the tiller in the cabin, out of the sun. Perhaps you'll get four years out of the varnish.

Q: *I am looking for a replacement glass dome for my M22's Wilcox-Crittenden stern light. The glass dome is approximately 1.2 in. high and 1.7 in. wide at the base, sitting under the bronze fixture (with rear-facing "wings") that sits atop the glass dome. I would gladly purchase the whole fixture, if available.*

A: Respondents noted that E-Bay is a good starting point (search for: Wilcox-Crittenden stern light). Another noted that an inverted baby food jar fits exactly where the original cheap plastic dome was on my skiff's stern light. A little window sealer to hold things in place and you are back in business.

Q: *A friend has asked about the sizing of a trailer hitch for towing a Legnos 20.*

A: The key statistic is the weight of the boat and trailer plus the tongue weight with the boat balanced on the trailer.

Q: *I'm looking to keep my 26 ft. wooden catboat, built in 1962, in the water over the winter for the first time. Anyone have any experiences to share on this topic? Clearly, a bubbler would be needed to keep ice off of the hull, but what about the trunk for the centerboard? Any danger there?*

A: One thing you can do is seal off the centerboard slot on the keel and pump out all the water.

One concern is the possibility of the cockpit scuppers freezing or the bursting of a seacock. In past issues, the main concern was ice building up next to the hull.

Q: *Has anyone ever leased their boat for a year or two? Rather than let my boat winter on the hard or sink at the dock from neglect, has anyone ever leased a boat for a year or two so that it will be used? What are the pros and cons, other than someone else potentially damaging/sinking it?*

A: Recommended reading was a book written by a Maryland attorney (Dexter Odin) called "Yachtsman's Legal Guide To Co-Ownership" (1981 ISBN # 0-8286-0087-0). It is reported that the author

does a great job in providing the legal language along with a layman's interpretation of each paragraph.

Q: *I have a teak and holly cabin sole on my catboat. It is dark and mostly looks in need of good cleaning. I am interested in cleaning the wood and any other care I should provide. Does anyone have experience with this?*

A: It's easiest to take it off the boat to work on it. Just unscrew from the framing or liner. You might have to remove bungs to get at the fasteners. It may be a veneer that won't stand a heavy sanding so be careful if you go that route to clean. A little Murphy's oil soap and hot water might do the trick. Once it's clean, a very light sanding and a coat or two of poly or varnish will do.

Q: *I took the sail off my beetle cat to prepare it to ride out Irene on its mooring. I had never removed it before and now I am not sure if I can reinstall it properly. I am really a novice when it comes to rigging and such. I have two questions:*

1. *What sort of knot should I use to secure the sail at the clew?*

2. *What is the general rule for the tightness of the outhaul on the gaff and boom?*

If there is an answer that applies to catboats in general with some visuals that would be a great help too.

A: One suggestion was to get a copy of "The Catboat and How to Sail Her" from the CBA. Another respondent noted that the luff clews are generally shackled to the gaff and boom. You pull out-hauls tight using a Spanish windlass and secure with half hitches. Once you get her sailing look at the sail for wrinkles and adjust till it looks good. Today's Dacron sails have the shape cut into the sail so generally--tight is right. The old cotton sails were left loose on the gaff. One respondent noted that the late Oscar Pease would say, "So a peach basket could fit under it and the gaff." Some like the Dacron sail laced looser on the head toward the jaw and tighter toward the peak, but loose enough that wrinkles are not formed, and the sail should not stick to the gaff on either tack. In the end you just need to play with the adjustments till you find a place where the sail shape is good.

Commentary on the List

Anyone know about the old 24-ft. Crosby catboat named *Ebb Tide* that is setting in a field. I used to see an old catboat named *Ebbtide* floating on her mooring

in Eel Pond, Woods Hole and was wondering if this could be the same. Someone had fiberglassed her old wooden planks. So, my question to the group is, how does a once majestic and very large catboat end up on Route 28 in need of much love. Anyone know this catboat?

I also took a look and passed on it - must have been a couple of years ago. If you see the pictures of her in her earlier restored days, a beautiful boat. It is not so difficult to understand. These boats were built with an expected life of 30 years. *Ebb Tide* is most likely 3 times that age. Each owner along the way was faced with the question as to how much money he would be willing to put into keeping the boat going. Often the decision was to patch, sister ribs, fiberglass bottoms, etc. In my opinion, the larger wood catboats sailing today are the best of those produced. Being so they were given better care.

The Catboat Association was formed in 1962 in an effort to save the last of the old wood catboats.

Nearly 50 years later it is good to see some of the old cats are still sailing, but then again a quick look at the “list of boats” at the back pages of “The Catboat Book” (Published in 1973) is a good indication of the many boats we lost. It is a very lucky boat that finds itself in the hands of an owner that has the ways and means to keep her going. Let’s hope *Ebb Tide* finds herself a new owner or owners soon. I for one am heartened by knowing of a couple of catboats being sailed today because a group of people came together and pooled their time and money to save an old girl. Shared ownership is not a bad idea when you think of it. It is a great way to save a classic catboat, connect with other like-minded sailors and have the chance to be at the helm of such a boat!

List Reader’s Note: My thanks to my wife Judy and member Bill Hickman who read all of the above and offered suggestions and corrections. Any errors at this point are mine.



CATFOOD

Jane Walsh, Editor

GRATITUDE

As another wonderful summer fades into the slower pace of autumn and now into the quiet of winter, we take this time to reflect upon our past boating season with **GRATITUDE**. John and I are **grateful** for:

A safe and healthy boating season

Memories of sunrises, moonrises, and glorious bright, blue and beautiful summer days on the water with lovely following seas

Quiet little harbors with long afternoons to sip libations, gnosh (on not so healthy snacks) and nap!

The grandeur of a great blue heron with its expansive wings propelling into flight – the sight of which leaves you breathless

Cat's paws that meet green swaying seas grasses in soft summer breezes

All of the family and friends we have shared magic moments of summer joy with along the way

Many of you know, Kristen and Geoff Marshall, but for those of you that don't, they are the owners of Marshall Marine in Padanaram, MA. <http://marshallcat.com>. We enjoyed a fabulous rendezvous hosted by the Marshalls this past August and we recently crossed paths with Kristen and Geoff at the Newport Boat Show. The Marshalls showcased two lovely cats, a 15 foot Sandpiper, and a Sakonnet 23. Stunningly beautiful, in the water or displayed on a



Jane (left) and Kristen at the Newport Boat Show



trailer at a boat show, these boats are truly “eye candy.” We are also **grateful** for the Marshalls' love of building these amazing vessels.

On the way home from the boat show, John and I agreed how **grateful** we are to enjoy a happy and simple boating life on the waters of Buzzards Bay. Though the seven figure boats gracing the Newport docks boast style, elegance, MORE comfort and dazzling accessories, we concluded that our ocean view onboard our vessel on a lovely summer's cruise, is EXACTLY the same as some of those flashier boats.

Our featured cooks, Kristen and Geoff, have shared these recipes for our readers. If the Marshalls can build magnificent cats, you can only imagine their galley talents!

Guacamole (one of Kristen's favorite treats)

- 2 ripe Haas Avocado
- Juice of ½ small lime
- 2 T. diced tomatoes (no seeds)
- 2 tsp. minced red onion
- 1/8th tsp. salt
- 1 T. fresh cilantro lightly chopped
- 1 clove garlic minced

Mash avocados and mix with the rest. Serve immediately. Makes about 1 1/2 cups depending on size of avocados.

Guacamole starts to turn brown once exposed to air. You can try to maintain color if not serving right away by squeezing the lime juice over the top (mix in at last minute) and/or putting saran wrap directly on the guacamole so no air gets to it. Some people swear by putting the pit of the avocado in the bowl too, but I haven't seen that last too long (I'd like to see the scientific data on that).

It's easy to bring on cruising, too. I mix everything together in a little Tupperware and bring the avocados whole. Then, when it's cocktail time I just mash the avocados and add my premade mix.

Quick and Easy Crockpot Chile

(not spicy – see below)

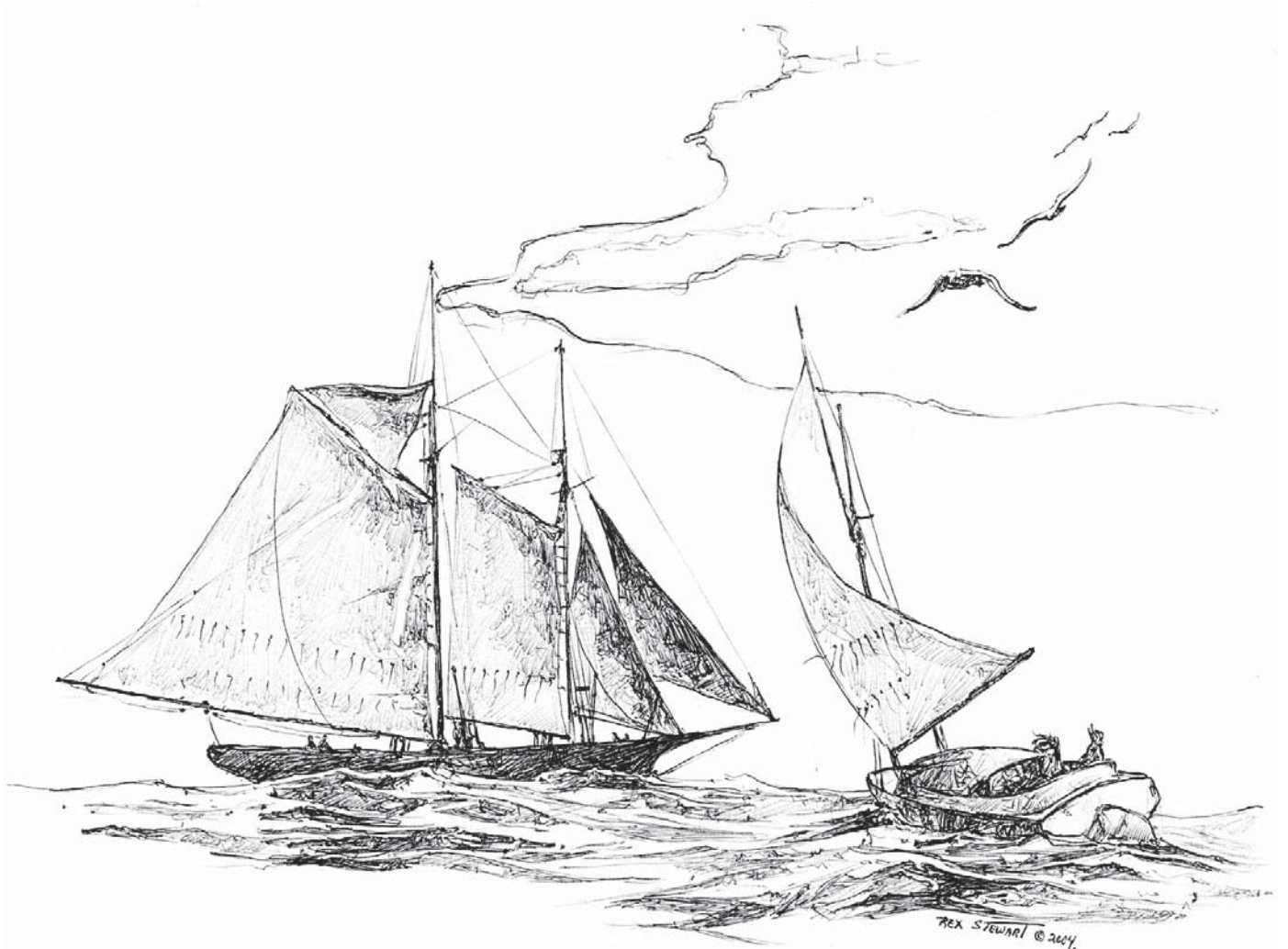
- 3lbs. ground beef
- 2 cans beans (kidney or black work well)
- 3 cans (14.5 oz.) diced tomatoes, undrained
- 12 oz. tomato sauce
- 3 medium onions, chopped
- 4 Anaheim peppers chopped (1 1/2 green bell peppers or any of the spicy ones work too)
- 5 cloves garlic, minced
- 3 T. chile powder
- 2 T. cumin
- 1 T. salt
- 1 1/2 tsp. pepper
- Shredded cheddar cheese, sour cream, hot sauce as desired for garnish

In a skillet, cook beef over medium heat until no longer pink; drain well. Transfer to slow cooker. Add the next 10 ingredients. Cover and cook on low for 8 -10 hours or on high for four hours. Garnish with shredded cheese, sour cream and/or hot sauce. Freezes well.

To make this spicy, in general, you can increase the chile powder a bit, add cayenne pepper, hot sauce or change out some of the Anaheims for hot peppers while cooking. Don't forget the Tums for later though.

With gratitude to all of my catboat friends,

“Boat” Appetite,
Jane



The Catboat Association

Mail completed form to:

Dave A. Calder, membership secretary
Box 775
Sudbury, MA 01776-0775
dacsail@catboats.org



*Founded 1962
Incorporated 1983*

Membership Application

One-time initiation fee:	\$25.00
Annual membership dues:	\$25.00
TOTAL AMOUNT ENCLOSED	\$50.00

Includes all publications for the year joined. Annual dues thereafter are payable January 1st.

Name: _____ Spouse: _____

Street: _____ City: _____ ST: _____ Zip: _____

2nd Street Address: _____ City: _____ ST: _____ Zip: _____

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

Length on Deck: _____ Beam: _____ Draft (board up): _____ Sail Area: _____

Description: _____

May we publish your telephone number in our Membership Book? () Y () N Telephone No. (_____) _____

Would you like your E-MAIL address printed in the Year Book? () Y () N Email: _____

Date of Application: _____ (Please list any additional information on other side.)

Make Checks Payable to: Catboat Association, Inc.



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

Item	Color	Size	Qty.	Price	Total
T Shirt - Grey S, M, L, XL, XXL				\$17.00	
Staff Shirt - Navy or White, S, M, L, XL, XXL, Specify Original Logo or Burgee only				\$30.00	
Baseball Cap - Color Choices Below*				\$16.00	
Bucket Hat - Specify Original Logo or Burgee only				\$16.00	
Visor - Navy or White				\$12.00	
Long Tie - Silk, Navy				\$25.00	
Bow Tie - Silk, Navy				\$25.00	
Burgee Pin				\$10.00	
Magnet				\$5.00	
Cotton Patch				\$3.00	
Decal				\$2.00	
Catboat Pin				\$10.00	
Earrings - post				\$10.00	
Wool Blazer Patch				\$25.00	
Tie Tack				\$6.00	
Burgee				\$20.00	
Totebag - S, L				\$20/\$25	
Tumbler - 12 oz or 16 oz with lid				\$8.00	
Mug				\$10.00	
CBA Glasses - 14 oz Cocktail or 16 oz Pint				\$12.00	
Cocktail Napkins (100 ct)				\$7.00	

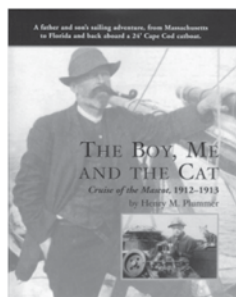
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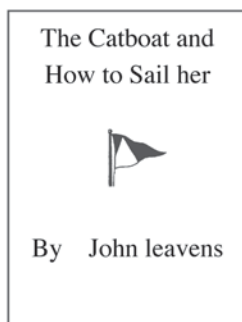
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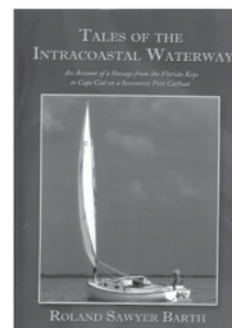
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The Catboat and How to Sail Her edited by John H. Leavens
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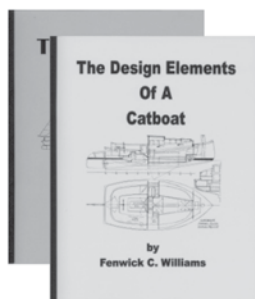
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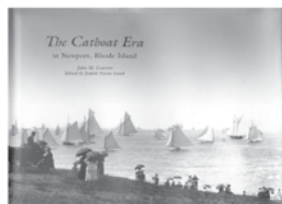
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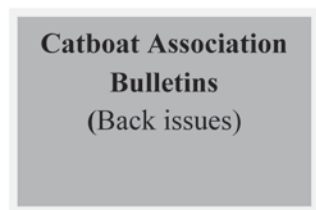
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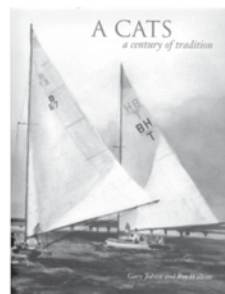
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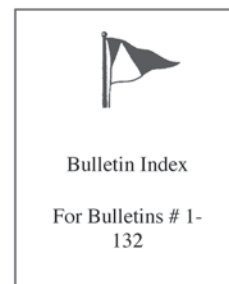
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Carol Titcomb, 38 Brookwood Dr., Branford, CT 06405-2325.

New Members

Dave Calder, Membership Secretary

WELCOME ABOARD to our new members since October 10, 2011.

Abrams, Jay & Debra

Andersen, Pete & Judy

Betts, Bob & Ellen Brady

Bibeault, Bill

Brown, Stephen

Buczkowski, Mike & Meghan

Camm, Frank

Chapman, Bob

Coyle, Jay & Nelia

Diggs, Walter & Ann

Dunston, Dale

Ewing, Steve & Claudia

Galland, Dick & Annie Callaway

Gardner, Brook & Jodi Spragins

Gatley, William & Noreen Barrett

Goldstein, Jeff & Ginnie

Hill, Doug & Elaine

King, John & Julie

Langford, Larry

Liipfert, Joe & Mattha

Newman, Mark & Karen

Newton, Franklin

Newton, Tom & Bea

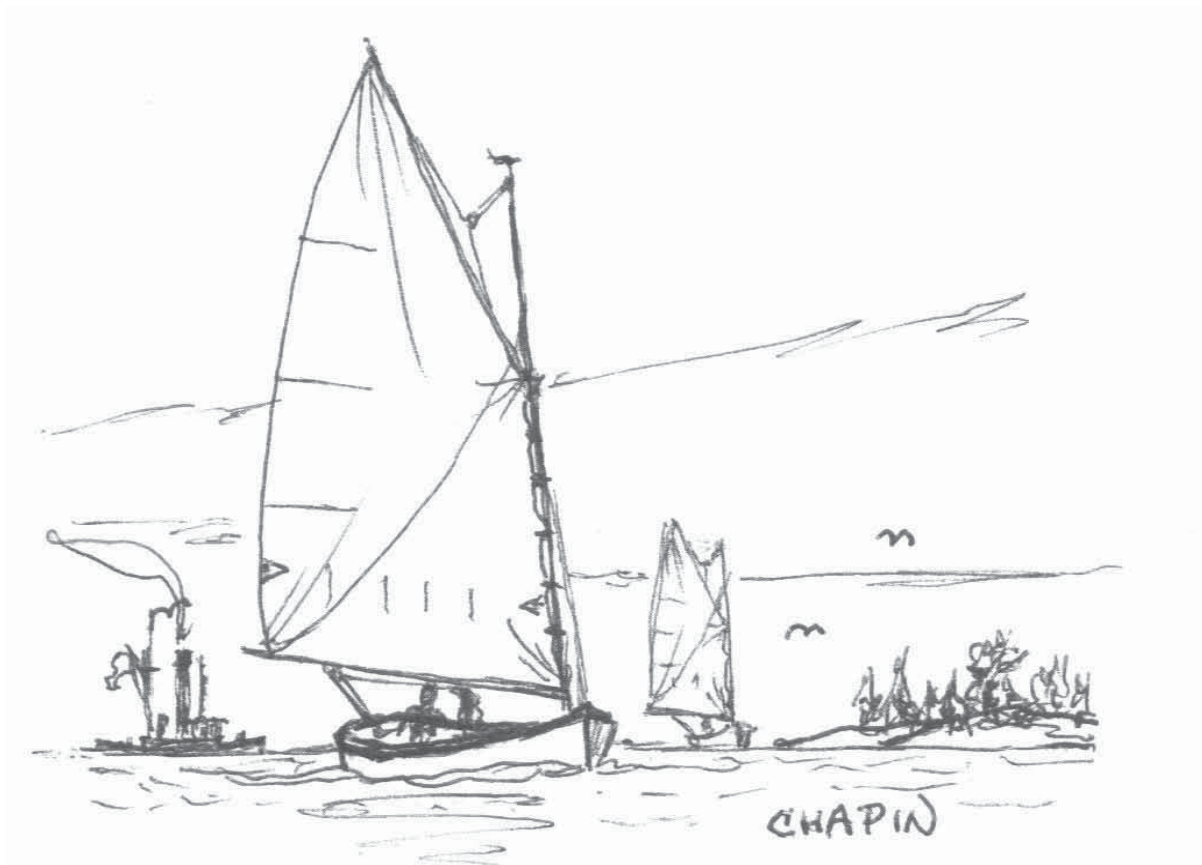
Owens, Peter & Carolie

Taylor, Linda & Brian Coleman

Taylor, Skip & Paula

Ristuccia, Joel & Joan Sapir

Wells, Pete & Sal



Cats for Sale



Cats for Sale is a free service for active CBA members wishing to buy, sell or trade catboats and related equipment. A \$35.00 fee will be charged to all non-members.

Internet publication of your listing on the Catboat Association's website, catboats.org, will run concurrent with the printed Bulletin. Good quality photos of your cat or related equipment are encouraged and are a great way to help sell your cat. They will be published on the website and will also be added to the printed Bulletin, if space permits.

All listings must be received in writing; please do not call! Please type, print or e-mail to the address below.

Your listings must be received by December 15th, March 15th, or September 15th to insure being published in the winter, spring, or fall printed issues of the Catboat Bulletin.

Listings will not be reprinted, unless requested in writing, stating the previous issue and the ad number. If you sell your boat or equipment before the above deadlines, please notify in writing (e-mail preferred); please limit your ad to 300 words. Editors are not responsible for accuracy of content.

Spencer Day, 7 Cottage Place, Milton, MA 02186-4504, or cats4sale@catboats.org

157-1. FOR SALE: 2011 Thompson/Menger 15' Legnos catboat. Scarlet, built by Thompson Boatworks, formerly Menger Boatworks in West Sayville Long Island, NY. Originally designed by Peter Legnos, 7' beam, draft 7". Options include Tanbark sail, sailcover, tabernacle, teak bowsprit, 2011 Beautiful shapely lines and sailing. Located SW Florida. REDUCED! \$13,500. Call Todd 239-216-1916 or email ttateo@comcast.net.



157-2. FOR SALE: 2007 Bolger 12'6" Bobcat. Like new gaff-rigged catboat built to or above the specifications in the plans by Philip Bolger and Harold Payson. The hull and deck are marine plywood covered in West System epoxy and fiberglass before painting. The interior marine plywood was sealed before being painted. The mast, boom, and gaff are spruce, sealed and varnished. Boat has only been sailed a few times, it's kept on a jetski lift at my dock. Now stored indoors for the winter. Everything, including the sail, is like new, except for the samson post, which came off a 1932 Richardson. The forecandle is full of flotation, as well as the port and starboard quarter areas. Rudder has the horizontal foot and hollowed trailing edge as designed by Bolger, giving the blade more bite and improving the turning action. \$3,000 with good trailer, titles on both boat and trailer. Construction photos available on CD. Located in Heathsville, VA 22473. Built by Fancy Nancy's Boatworks. E-mail for more info and pictures. cvinroot@gmail.com



157-3. FOR SALE: 2007 19' cat-schooner BRILLIG, 7' beam, William Garden Design #130 plywood hull with fiberglass sheathing and teak trim throughout, Dynel deck, 300# fin keel, lead trimming ballast, double berth, hanging locker, sink with pump, wood burning stove, alcohol cooking stove, electric navigation lights, bucket & chuckit, Farymann 7HP diesel (hand or electric start; less than 100 hours on the engine), Sestrel box compass, 15# anchor. Foresail, mainsail and fisherman staysail like new. Fast and handsome. She is presently hauled out in Barnstable, Cape Cod. She has been repainted inside and out and looks spiffy. REDUCED. Asking \$12,500. Phone 508-362-3760 or email hickman31@verizon.net. William B. Hickman. New 6'-8" x 3'-8" Murray Peterson dinghy available for \$1500.



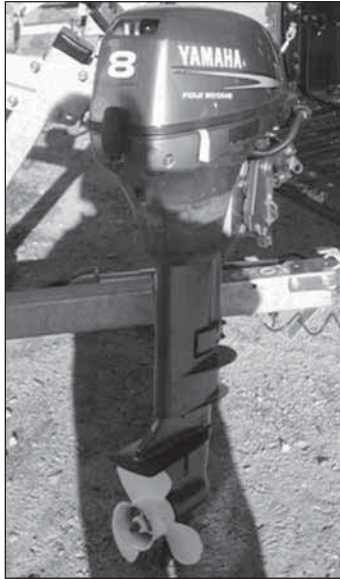
157-4. FOR SALE: 1984 Stur-Dee Cat 14'4" catboat. In very good condition. Hinged mast and boom painted buff. Marconi sail, 4 new battens, 2 sets of reef points, lazy jacks and sailbag. Deck painted buff, 5 coats of varnish on all teak. 4hp 4-stroke Yamaha outboard (2005, shop maintained). Running lights, boat cover. E.Z. load boat trailer (2009) with lights and hauling guides. Complete mooring gear (If bought separately \$580). 150lb mushroom, 10'x10' 3/8" chain with swivel, 2 nylon bridles with stainless steel thimbles, mooring ball, jim buoy, winter stick with float. 5 large and small shackles, all needed splices in place. All of the above a good buy at \$8,500. R. Sanchez 203-637-5640 J. Hughes 203-661-0912 or email eric.sanchez45@gmail.com



157-5. FOR SALE: 1970 Marshall 18' Sanderling catboat. 1990 rebuilt EZ loader galvanized trailer, mainsail with lazyjacks, and flag halyard; beige sail cover, cabin berth cushions, and cockpit cushions; white, battened cockpit awning; interior shelves and dropleaf (2) cabin table; Danforth anchor and rode, running lights and new battery, new porta potti, tiller extension, and new (5 hours) Tohatsu 5 hp 4-stroke outboard. \$8,500. Call Steve Page at 802-878-6529 or email stephensmithpage@gmail.com



157-8. FOR SALE OR TRADE: 2008 Yamaha 8hp 4-stroke outboard motor. High-thrust model with 20" shaft. In great shape, very clean. Electric start and battery charging options. Fresh water flush system and optional rope start (without having to pull the cover off). Maintained and winterized each year. [I was told that it runs perfectly, but I have not started it yet because it was already winterized. I will be willing to start it up for a perspective buyer.] Comes with the title, external fuel tank, and the Yamaha canvas cover all in great condition. \$1,600 or trade for a newer model 6hp 4-stroke. Located in Stow, MA. Call or email Jed. 978-490-8588. tennessejed3@yahoo.com



157-9. FOR SALE: 2000 Menger 23' catboat. Tan bark sails, standing head room, new sail cover, bimini with complete enclosure curtains', boom gallows, anchor w/chain & rode, rope deck pipe & anchor chocks, compass, speed, depth, and wind direction instructions, jiffy reefing, bronze steps transom and rudder, enclosed head with shower 20 inch forward opening hatch, louvered doors, shower on Coaming, Origo recessed 2 burner alcohol stove, H/C pressure water, shore power, lighting dissipater, radio, electric bilge pump, two new heavy duty batteries, Yanmar 18 hp inboard diesel. \$42,000. Richard N. Ellis, Cape Coral, FL. ph: 239-458-4119 ellisrichn@yahoo.com



157-12. FOR SALE: 1973 Herreshoff America 18' catboat. 8' beam fiberglass hull with teak trim including hatch cover. Newly powered Yanmar diesel inboard engine w/46 hrs., electric or hand crank starting. Tabernacle mast, full running lights, full electrical panel, mounted compass, depth finder and fish finder. Cabin has sink and two 6'4" bunks. Rudder steps for swimming. Full sail and cockpit canvas and much more. REDUCED to \$7,900 firm. Trailer \$200 extra. Contact: Gary Smith 352-628-1454.



157-13. FOR SALE: 1979 Herreshoff America 18' catboat. Nowak & Williams "Wind Dancer" w/ 9hp Yanmar diesel (1-GM10) 2004. 8' beam x 18'-2". 250 sf flag sail gaff rigged w/ mast hoops / sail cover. Disp 2500 lbs. Wheel steering, cockpit cushions, folding 23' - 6" mast, sink, cabin shelves, porta-potti, running lights, deck mounted Danforth Anchor / chain & rode, Windex vane, electric bilge pump w/ float, self-bailing cockpit, copper port & starboard lanterns, compass, 1998 Load Rite trailer, new teak handrails, draft 22", steel cb (4') board up, Harkins Main blocks, opening front port, new fuel tank, new electrical panel, 12v battery, teak centerboard trunk w/ table, red & blue stripes, blue bottom paint, new bronze 3 blade propeller, hull is in great condition - no scratches. \$15,500. Email: Ronald.w.post@gmail.com Phone: 732-255-9050



157-14. 1972 Marshall 22. Hull #58, Engine Palmer P-60 Gas, interior layout open, no electronics, located New Jersey. Bob Reddington 732-295-1590 after dark, \$17,500.

157-16. FOR SALE: 2002 Com-Pac 17' Suncat. 17 1/2 feet and in pristine condition. Includes cabin cushions, anchor, 4hp Yamaha 4 stroke, porta-potti, Performance trailer, Mastendr Rigging System (Easy Fold) up in 1 minute ,150 sf main. Very easy to launch in minutes, Everything is in immaculate condition and the fiberglass is high gloss condition. Located MA (Cape Cod). Asking \$10,900. You may e-mail with any questions and more photos. Mark Newman. mknewman24NOSPAM@yahoo.com or call me 508-364-6442 cell.



157-17. FOR SALE: 1982 Marshall 18' Sanderling. Excellent condition, yard maintained, inside storage, 6hp Tohatsu four stroke engine. Fully equipped for overnight or day sailing. Includes Porta-Potty, centerboard hinged table, bunk cushions, 4 cockpit cushions., galley area with cutting board, shelves, gimbaleed Sterno tea kettle, lunch plates, mugs, etc. All Coast Guard required safety equipment plus first-aid kit and hand-held GPS. Sail cover and tiller cover, two anchors, fenders, boat-hook, tool kit, etc. Includes complete mooring system with 75 lb mushroom anchor, 15 ft. of chain, 15 ft. of line, mooring float and pick-up stick. Two storage stands. \$14,500. Call Dick Lovis, Orleans, MA. 508-240 -0657 or E-mail rslovis@capecod.net



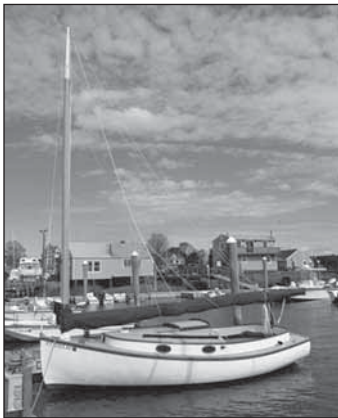
157-18. FOR SALE: 1972 Herreshoff America 18' Catboat. "Sea Story" – Built by Nowak & Williams, 2005 Mercury 4-stroke 6hp outboard in well. Sail replaced in 2008 from Thurston Sails. New Rub rails in 2011. Rudder skeg replaced in 2007. Rudder replaced with new pintels in 2009. Running lights installed in 2006 with imported running lights from England. New tiller in 2010, all rigging lines replaced in 2007, porta potty, new Sunbrella sail cover 2011. Also included is a 1990 Dilly trailer. Hull is solid sailed mainly on the Great South Bay on Long Island. Asking \$9,500. Contact Jay Abrams @ 516- 819-5715 or jabramss@aol.com



157-22. FOR SALE: 1973 Herreshoff America 18' Catboat "Sappho" in excellent condition. Two sails, white/excellent, flag/good. Sail cover and custom cockpit cover. Varnished cockpit grate, cockpit seats, companion way doors and hatch cover. 9.9 HP Tohatsu outboard with electric start. Winter storage paid. Beautiful boat! Located in Bellport, Long Island, New York. Asking \$10,500. Roger Terrel (631) 803-2871 or terrels@optonline.net



157-19. FOR SALE: 1999 Marshall 18' Sanderling Catboat. Hull #748. Excellent condition, meticulously cared for and beautifully appointed with full complement of teak trim options both above and below decks. White hull, Sundown Buff decks and spars, molded green boot top stripe with red bottom. Self-contained Porta Potti, twin drop leaf tables on teak-trimmed centerboard trunk, and teak shelving and storage in two berth cabin. Yanmar 1GM10 inboard engine with minimal hours as boat has been sailed from mooring in freshwater CT River (I use one gallon of fuel each season).



157-23. FOR SALE: 1964 Marshall 18' Sanderling catboat. SNUFFY hull #14. Excellent condition, fully equipped, completely rebuilt. White hull, green bottom, red boot stripe, like-new condition. Topsides, bottom, cabin and cockpit in excellent condition, recently painted. New seats. All teak trim in excellent condition. New rudder, tiller, pintles and gudgeons. Bronze hardware, installed compass, Harken blocks, lazy jacks, centerboard, cabin cushions and shelves, lines, mainsail with sail cover, anchor line and chain. 6 hp Johnson outboard motor. \$10,000. Boat is in Center Moriches, LI at Senix Marina. Call Tom 631 475-3918 or 631 874-2092 or email Barbara Wright barb631@optonline.net



Running lights with battery, radio, and Ritchie 4" bulkhead compass. Small solar vent in cabin top and opening forward porthole in cabin. Bronze swim steps on transom and rudder, rudderstay, boom crutch, shock cord furling, jiffy reefing, lazy jacks, flag halyard, windex windvane, tanbark mainsail, mainsheet jam cleat, ash tiller with tiller extension, dark green sail cover, cockpit and berth cushions, Sunbrella cockpit shade tent, fenders, docklines, anchor and rode with chain, braking Load-Rite trailer with spare tire, safety equipment, and much additional gear. \$29,500. Call Peter at 860-526-8952 or email peter.delisa@gmail.com

157-24. FOR SALE: 2009 Wittholz 15' Catboat. Tabby II, Home built to Wittholz Sapphire plan; 10 oz fiberglass over 3/8 marine plywood; Frames 5/8 treated pine; Stainless steel fasteners; L.O.A 15' 7" L.W.L. 14' 2" Beam 7' 6" Six foot cuddy cabin with Porta-Potty, cockpit accommodates four adults. Draft CB up 16" Draft CB down 39"; Mast, aluminum, in tabernacle; Trailer, galvanized steel; 3HP air cooled outboard engine; Dacron Sail 3 yrs old; SS standing rigging. The pictures were taken a couple of months ago. She is not a fixer-upper. I am putting her up for sale 2 years after completing her because of health issues. I started building her six years ago and completed her February of 2009. She was to be a weekender and trailer-sailer for myself and wife. That dream was feasible when I bought the Wittholz plans over ten years ago, but the mate and I are not up to sailing anymore. \$3,400. As-is, in Rockport, TX. Chuck Shamel (361)790-9370 or chuckshamel@clearwire.net



157-20. FOR SALE: 1977 Marshall 22' Catboat. Includes 1999 dual-axle Tow Master trailer, a 2001 9.9 hp Honda O.B., and 2 Main Sails. Was converted to a sloop rig in the 1990's and set up for serious racing and is now back to original configuration. Bow sprit, all sails and rigging including a jib, genoa, spinnaker and spinnaker pole from that conversion available. Very sound hull, very dry boat. Classic Edson wheel steering. Interior cushions in good condition. 3 anchors with chain and rode: Delta fast-set on bow, Danforth 15lb, and a small grapnel. 4 PFD's in new condition, & misc. required safety equipment. Auto pilot, Solar fan. Bimini, too many extras to list. Asking \$12,000 (REDUCED). Located Marathon, FL. Email Laura Shell at laurashll@yahoo.com or phone 206-604-5447.



157-21. FOR SALE: 2008 12' 3" Riff lug-rgged daysailer, 5'7" beam, 80 square feet sail. Paul Gartside design . Fiberglass over red cedar strip. West system epoxy. See Woodenboat issues #189,190. Trailer included. Asking \$2800. Pa. 570-326-1339. E-mail, ffr1305@comcast.net

157-25. FOR SALE: 1991 Marshall Sanderling 18' catboat. "Cat Dancing" #692. Features, upgrades, mods and included gear: Package includes load rite single axle trailer w/spare, new winch strap and bow eye hook and new bow roller. 9hp inboard Yanmar diesel engine 1GM10 (only 237 hrs.) Has been winterized with fuel remaining stabilized. (well maintained). All spars and cockpit sole painted this season. Hinged mast option (\$1200) installed by Marshall in 2010. Spartite mast partner mod by Marshall in 2010. Eliminates annoying wedges. Knotmeter, depth finder, wind instrumentation by Nexus (no mast top transducer). Apelco VHF radio w/Shakespeare mast top antenna. New s.s. turnbuckle on forestay. Solar vent, porta-potty, 4 life preservers, fire ext., mooring hook, blue cockpit and v-berth cushions, electric bilge pump, hand pump. Ritchie bulkhead mounted compass. Harken swivel/ratchet mainsheet block mounted at rear cockpit. 3 fenders. 6# Danforth anchor w/chain and rode. Yanmar engine manual. All running rigging new in 2010. Sail cover, boom crutch and boom/mast crutch. Rigging diagram. Yanmar engine filter part # documentation provided. Bronze boarding steps on transom and rudder. Running lights port and starboard and transom. Copy of original professional yacht survey 3/09 provided upon request. \$25,000. Contact: Rick Wells. Portsmouth, RI. Home tel. (401)293-0963 (alt. 973-390-0238) or Rickwells03@cox.net



157-26. FOR SALE: 1990 Marshall 22 sloop. 'DANDY' is owned by an experienced sailor who properly equipped it for enjoyable sailing with Tanbark sails; boom gallows; quick-release lines, reefing and furling; Yanmar 2GM engine(less than 400 hours); automatic bilge pump; added cockpit scuppers; tan dodger, cockpit cushions and sailcover; Raymarine 4000 autopilot; log and depth sounder; VHF radio with mast-mounted antennae; shore powered battery charger with dual battery set-up. "DANDY" was only day-sailed, but has head with holding tank, stove, fresh water, cockpit ice chest, cabin fans and ventilators. It has many other convenience and safety features not usually found on most 22's. Unfortunately, health issues require sale. \$32,000 firm. Located in Annapolis, MD. Martin Beer 410-268-6768.



157-27. FOR SALE: 1978 Marshall 22' cat. Sloop rig with roller furling jib. Well maintained with original engine in good condition, low hours. \$20,000. Located Plymouth, MA. Call Paul at 508-746-4437.

157-28. FOR SALE: 1979 Marshall 22' Sloop Rigged Catboat. "Max" In good condition, well maintained and upgraded. Hull #131. LOA-22'2", Beam 10'2" Draft 2' CBU, 5'5" CBD. Displacement 5,560 lbs. Sleeps 4, Water 30 gal, Fuel 11 gal. Sails: Main 338 Sq Ft, Roller furling jib 100 Sq Ft. Excellent condition, new sail cover, lazy jacks. Yanmar diesel engine 15hp, model 2QM15. Wheel steering. VHF radio, antenna in mast. Electric cabin lights, Double battery system with 4 selector switch. SS Sink and pump, 2 Burner alcohol stove. Interior cushions. Sleeps 4 on 4" foam. Cockpit cushions, insulated ice box. Opening port, self-contained toilet. Drop-leaf table on center board trunk. Screens. Anchor rode on reel in fore peak, Bronze boarding steps on rudder & transom. Ritchie Helmsman compass in bulkhead. Burnished bronze hardware, varnished mahogany steering



wheel. Spring line cleats, teak rub rails and coaming caps, Bronze rub rail. Varnished mahogany interior trim. Self bailing cockpit. Asking \$25,000. Located in Toms River N.J. Call: Richard Boland (732) 240 0189 or email bolanddesign@verizon.net

157-29. FOR SALE: Shellback Dinghy 11' Joel White design. 11'4" LOA, glued plywood lapstrake sail boat. Spruce spars, standing lug rig. Hull is all mahogany, bronze. Currently being built by J. Mark Littlehales at Whetstone Boats, the fourth shellback to come off this particular mold. The Shellback is a very handsome little boat that rows well, tows well and sails great. An excellent choice as a tender for your yacht or as a dry sailed day sailer. Simple enough for the kids to enjoy, great performance for the adults as well. The boats solid construction and quality materials should allow her to remain in service for decades. She is now ready for your choice of finish options. Personal delivery in the North East available. Price ranges from \$3,500 (without rig) to \$7,500 (sail ready) depending on the options chosen. For more detailed information, contact J. Mark Littlehales at jmark@sover.net , or call (802) 254-6955 www.whetstoneboats.com



157-30. FOR SALE: 1973 Herreshoff America 18' 2" L, 8' Beam Gaff Rigged fiberglassed Cruising Catboat. It a great boat for single handed sailing. You don't need a crew, just leave your 30 footer at the club and get out on the water in this pocket yacht. Cabin-top winch for ease of raising the sail. 2 Cushions for cabins bunks. Adjustable cabin roof vent, Stainless Sink, Porter Potty, shelves, added storage under bunks, cabin light and running lights. 5 HP 1999 2-stroke Mercury with its own air vent. It will push you at hull speed. Two gas tanks, Sail with US Flag Replica, sail cover, lazy Jacks, and Jiffy Reefing. Folding rudder steps for swimmers, 2 tillers, Bronze Rub Rails, Fenders, Electric Bilge Pump, hand Held VHF Marine Radio, Garmin GPS, Hand bearing compass, 17# Danforth and a 8# Coated River Anchor. Lower Chesapeake Bay coated Chart Book. No trailer. This yacht is in Norfolk, VA. Asking \$9500. James Bloxom 757-464-0004 or bloxom@cox.net



157-31. FOR SALE: 1978 Marshall 18' Sanderling Catboat. White hull, seat cushions, 2008 Yamaha 8HP outboard, sail and sail cover, battery, bilge pump, running lights. Bronze steps on rudder. Trailer included. \$6000. Stored Thousand Island Park, NY. Contact Richard Eckart 585 586 0399 or reckart@rochester.rr.com



157-32. FOR SALE: 1986 Menger 17' catboat. 9HP Yanmar diesel, new in 2007 with paper work and manuals. White sail new in 2009, have old sail (tanbark) for spare. Single axle trailer, tabernacle, teak bow sprit. Sailed in fresh water last 3 years. Structurally in great shape, needs mast and TLC. Located on Long Island. A steal at \$8000. Call Jerry 631-889-2918



157-33. FOR SALE: 1980 Minuteman 15' Catboat. Built by Nauset Marine of Cape Cod. Good condition with fiberglass hull, teak seats and trims. White hull, blue bottom and red boot stripe. New Herreshoff Design sail in 2004 with one reef and new blue canvas sail cover in 2005. Comes with refurbished trailer, hitch and extra trailer tire, anchor and line. Boat located Hull, MA. Asking \$4,000. Contact H. Gould 617-347-5906 or hfgould@comcast.net .



157-34. FOR SALE: 1973 STUR-DEE CAT. Aluminum Spars, Hinged Mast, 2 hp Yamaha in Well on Stern, New Foam Flotation, New Coamings, Seats and Trim, Cetol Coated. Located in Marstons Mills, Cape Cod, MA. Price \$6,500. Contact John Manning, (508)420-9810 or jmanningboats@yahoo.com.



157-36. FOR SALE: 1972 EDY & DUFF Stone Horse Cutter. 23' 4" Length, 7' 1" beam, 3' 6" draft. 4490 lbs displacement. 2000 lbs ballast. In good condition. Rigged with roller furling for jib and staysail. Sails in good condition, with new sail cover and new sun cover for staysail. 2004 2-cylinder diesel 13.5 hp, with low hours. Trailer: 1990 Tryad 2 axle. Boat comes with 2 anchors, 2 rode, 2010 12 volt battery, running lights, 2010 depth sounder, cabin and cockpit cushions. Kerosene pressure stove, charcoal cabin heater, porta potty, oil lamp. custom winter canvas cover, many extras. Photos available. Price \$16,000. Boat located Staten Island, NY. Contact: Jack Wheeler 718-356-7519.



157-37. FOR SALE: 2001 Menger 19' catboat "Prudence". Tabernacle mast, Yanmar 1GM10 inboard diesel (low hours), new custom winter cover, bronze step on transom, cockpit cushions, automatic electric bilge pump, navigation lights, interior lights, ash drop-leaf table in cabin on centerboard trunk, ash wainscoting, ash-trimmed shelves on forward and aft bulkheads, varnished exterior teak, sail and new sail cover, 2 net hammocks for gear, marine head with holding tank, anchor and rode. Load-Rite trailer with new winter/travel cover. Very clean and professionally maintained. Located Edgartown, MA. Asking \$23,000. Contact bilfin@mindspring.com



157-38. FOR SALE: 1982 Nonsuch 30 Classic #158. This boat provides comfortable single handed day sailing and is completely equipped for extensive cruising with hot & cold pressure water with shower, propane stove with oven, Seafrust refrigeration, autopilot, etc. Berthed in Essex, MA. For full specs and brochure, contact Dave Calder at dacsail@aol.com or 508/733-3062.



157-39. FOR SALE: 1969 Marshall Sanderling 18' catboat. Very good sailing boat. In need of cosmetic TLC, mostly teak finishing and cockpit sole painting and has gel coat chips on some of the edges etc. It comes with sail cover, 5 HP Mercury 4-stroke OB and fuel tank, lazy jacks, running lights, transom boarding step, vinyl cockpit cushions, fabric cushions below, two winchs on starboard top side for halyards which need to be rebuilt or even better, removed as unnecessary! The updated sail is in good shape. It has a good bulkhead mounted compass . Winter storage is paid for. Now blocked at Beacon Marine, Gloucester. MA, \$7,000. Call Jeremiah Chace at 508-284-2677 or email jeremiahchace@yahoo.com

157-40. FOR SALE: 1989 Marshall 15' Sandpiper cuddy catboat. "EEL" has cuddy with hinged mast. Rigged for racing through out. CBA champion 5x SYC, NERYC, 5 more trophies! 100% Harken fittings - 100% non-stretch braided line- windex - three sails - covers for cockpit, sail, and tiller - bow air bags and shelves. Included Loadrite galvanized trailer w/side guides and bow stainless steel eye plus stainless steel hull lifting rig - spare tire w/bracket and jack - belt tie down - buddy bearings w/ covers and a Honda 2hp 4-cycle outboard w/bracket. Excellent condition; 7 coats varnish. Loaded and ready to sail, dream, or race, Located NE Maryland, easy on easy off, I-95. REDUCED: Asking \$23,456. Call Knute D. Lee, 410.392.2804.



157-41. FOR SALE: Marshall 15' Sandpiper Cuddy. In tip top shape, 2 sails, one Thurston & one Quantum, complete with sail cover, cockpit cover, cockpit cushions, teak drink holder, extra teak trim in cockpit, bow air bags, Lexan removable shelf, 4 life jackets, throwable safety device, anchor & rode, paddle, fire extinguisher, fenders, dock lines, mast skirt, 4.5 HP Evinrude with lift bracket, trailer with spare tire/wheel assembly; more pictures upon request; located in New Jersey; asking \$6,900 or B/O. Contact Bill Van Winkle: billvw7334@aol.com, or 732-245-0284 and please leave a message.



157-42. FOR SALE: 1974 Herreshoff America 18' catboat in fair condition with newer trailer and outboard motor. Will take \$2,200 or best offer. Please see photo. Regards, Robert Boyajieff email: rboyajieff@noresco.com



157-43. FOR SALE: 15.5' Unsinkable Great Bay Cabot. This boat has a huge cockpit, and we have sailed with comfort carrying eight people WITH ROOM TO SPARE. A terrific day sailor has made many trips from Mystic to Block Island, to reflect seaworthiness, and has room to sleep four, 2 on teak seats, and 2 on the floor deck, in sleeping bags, with canvas boom tarp. Sweet first kick start 3 hp Evinrude strong of vintage era, paddles, life vests, new trailer, anchor & line, two sails, one brand new never used, easy-up centerboard, draws 26", new rigging, anchor, and ample docking lines., fresh paint and varnish, will deliver up to 100 miles from Mystic. A good price for an all-round day sailor at \$6,500. Contact Bob Burns (860) 536-6407 or burns@aikifarms.com for showing, in Mystic Connecticut area.



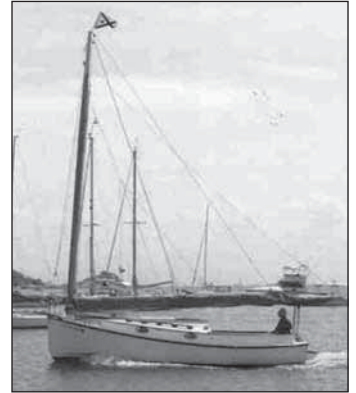
157-44. FOR SALE 1980 Marshall 22' catboat. "Katrina". Sailed past 5 years. New rigging lines, Yanmar inboard 18 Hp, with all manuals. All electric working, in cabin and running lights. Radio in good order, sleeps 4 with comfort, all cushions, inside and out are in good shape, galley with propane, porta potty head, nice galley table, inside, and outside eating tables, fold up, utensils, plates and eating ware for six on board. This boat has taken many trips along the coast, with most all meals prepared aboard. Teak wheel, and rudder & hull mounted bronze boarding steps. 388 foot sail with three reef sets, easy to single hand for a larger catboat. Two anchors, one Bruce, one Danforth, with over 200' of anchor line. Reasonably priced at \$28,000. which is a great value for this much boat. There is also an 8' sailing dinghy from the "SABOT" class, which could be in the transaction for a reasonable offer. Contact Bob (860) 536-6407 burns@aikifarms.com

157-45. FOR SALE: 1984 Marshall Sanderling 18 ft Catboat is in good condition and comes with a 1984 Evinrude 7 1/2 hp outboard motor. Specifications and equipment: L.O.A 18' 2" Beam 8' 6" Draft 19" Sail Area 253 Sq. Ft. Mast 5" dia. Aluminum tubing tapered at top to 3" dia. 24 ft long, lead ballast provided, exterior cushions and



foam mattresses for berths, running lights, teak handrail on cabin top, teak rub rails, shelves installed over berths and in galley area, compass, portable toilet, (4) fixed and (1) opening porthole in cabin house, teak louvered cabin doors, cockpit tent, sail, sail cover and boom & gaff, aluminum with integral grooves to take foot and head of sail. Mast hoops to take luff. No trailer. \$16,500 Contact Chuck McGhinnis 804 694-6449 for more information and additional photos.

157-46. FOR SALE: 1968 Marshall 22' catboat. A beautiful Cat Yacht; CAT NAP, formerly Felix. Complete 2010 topside rehab by Crockers Boatyard included replacing the old with new teak coamings, rub rails, eyebrows, hand rails, hatch & companion way trim, helm seat, etc. Plus new Allgrip finish on entire decking, house roof, and cockpit. All new cushions above and below. Very reliable 1988 Yanmar 2gm20 18hp diesel inboard. Equipment includes mainsail, dodger, sail cover, cockpit cover, anchor, fenders, etc. The boat has been very lightly used in recent years. A must see, if considering the purchase of any Marshall 22. Additional pictures available. REDUCED: Asking price \$32,500. Email: Sarahappleton@msn.com or call 978-524-0720



157-47. FOR SALE: 1974 Vintage Cat 22. Rare catboat that features stand-up headroom, 2 cabin layout, enclosed head, and excellent sailing characteristics. About halfway through cosmetic restoration, but useable as is. Lying Norfolk, VA. \$8500 delivered to any marina on the eastern seaboard between NYC and Charleston, SC. Reply to dblakey@cox.net

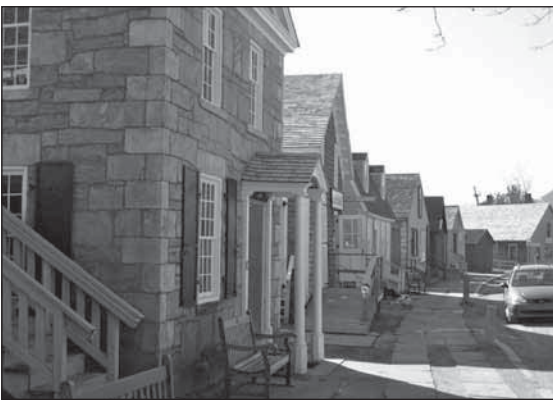


Mystic February 3, 2012 ...

What will July bring to these quiet waters and empty docks?



Will you sail by these classic work boats?



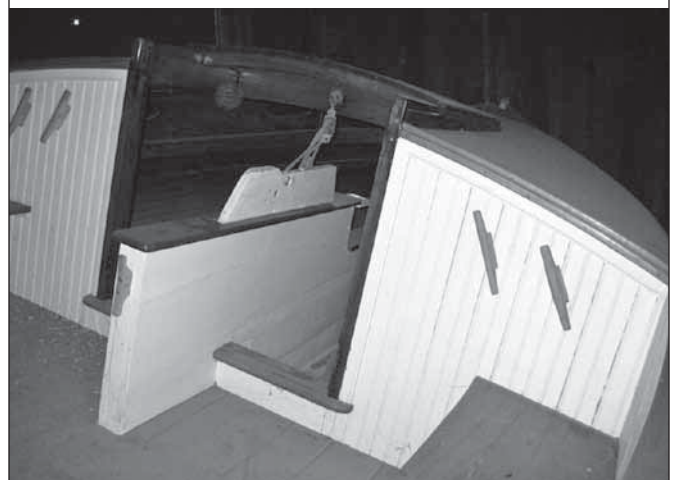
Will you walk these period shops? Cooper, Apothecary, Pub, Bank?



How about some time in the small boat collection? The original *Frances*....



Will you visit the *Morgan*? You can see in July where the seaport is in their rebuild.



July 6,7,8: 50th Anniversary Rendezvous – The Catboat Association

ON THE BACK COVER

The *Charles W. Morgan* in Fairhaven. This photograph was brought to our attention by “Bulletin” historian Judith Lund. The original belongs to Geoff Marshall of Marshall Marine. Geoff tells us that the photograph has been a part of the boatyard business for as long as he can remember.

“It was likely taken in the 20s when *Morgan* was on the ways in Fairhaven for repairs. The photographer was probably Albert Cook Church, who spent a great deal of time photographing the waterfront, particularly from Fairhaven, in that period,” Judy Lund tells us.

But take a good look at the catboats in the foreground. One of the catboats is a double ender and that has some significance. There are a few maritime historians who feel double enders were a lot more common in those early days before auxiliary power and cameras became common. There were Noman’s Land boats and a host of others. But times changed.

The *Charles W. Morgan*, the last wooden whaleship, will be an important part of the 50th anniversary Rendezvous at Mystic in July. Many whalers who came ashore from long voyages in the 1800s took to catboats.

